

OAKLAND'S WATER FRONT; ITS MANAGEMENT AND FUTURE

By HON. WILLIAM R. DAVIS

Viewed locally it is important. The shipping room, dock and warehouse room of San Francisco are crowded. Increased port commerce has already spread to the Oakland side. The increase will be yet more rapid. Ship building here has grown to a large industry in the last few years. Government work has now advanced to a stage where every stroke tells in greater measure than ever before—the opening of the canal, the increase of tidal flow, the deepening of the channel to receive all ocean craft.

Both fronts, south and west, can be

reached by as many approaches as development demands—without damages, if the Court holds that the streets were dedicated to low tide line before April 2, 1863, with just compensation if not so dedicated.

The notion that Oakland is surrounded by a wall is moonshine. Every town is surrounded by something which has to be improved, made something of, before it expands into a commercial city. Under either view, Oakland has no greater difficulty toward a shipping front in the water than in the direction of a park on the land.

Ultimately we come to an Oakland Harbor Commission, elected (it ought to be) by the electors of Oakland or of Alameda county, instead of being appointed, thus insuring the point that the interests of this harbor will be looked to, uninfluenced by interest in any other. This will keep dock and shipping charges down so as to invite instead of repelling trade.

A few may be satisfied with a residential Oakland. Oakland herself is not so satisfied. What is more, the drift of things will not permit it. It has already determined that there is to be a

commercial city on this site. Whether sooner or later rests with us. No local factor is so important to Oakland as the improvement and far-sighted control of the harbor frontage, south and west.

Viewing the matter in a larger way, the Oakland side of the bay takes on a greater significance and has a larger promise. The estuary is the only natural harbor on the east side—begin at Port Costa and round to San Jose. Deep water is found at other points, but no navigable inlet of any dimensions or any importance. This is the

continental side of the bay, its shore connecting the world's highway of water with the transcontinental highways of steel. In the long run this advantage cannot be done away with by commercial ferrage nor by residential claims.

Ship and car will come together. The expansion and economic expedition of business are farther than sentiment and more inexorable than mere usage. Hawaii is American territory. The Island business lines under our eyes. The Philippines are American. Our foot is planted upon that threshold of the

orient. It means nothing short of a multiplication of hulls and masts in the waters of San Francisco Bay.

The Nicaragua canal is assured—American in ownership and control and its real name is the American canal. The world's commerce has no local prejudice and is bound by no local limits. To it the east side of the bay or the other is all one. Henceforth, educational Oakland, residential Oakland and commercial Oakland should be to us all one—the greater Oakland beginning with this. WM. R. DAVIS.

Oakland Firms Which Ship by Both Rail and Water

Great Progress Made in a Multitude of Local Industries.

Oakland is proud of her harbor and her water front. The former is one of the finest sheltered water-ways in the world. The latter, extending for miles either side of the harbor and for miles along the Bay of San Francisco, has been intended by nature as the site for wharves and manufactories, which may easily give employment to thousands of laborers and skilled artisans.

The people, the merchants and mechanics of Oakland, too, are proud of the harbor and make note of every step which is made in its utilization and its improvement under the liberal expenditure and fostering care of the National Government.

Below will be found comprehensive reviews of mercantile and maritime institutions of this city which, in the aggregate, give employment to thousands of people, and all of which, more or less, enjoy the advantages as a means of shipping or receiving goods which is afforded by the water way which nature, so to speak, has placed at our very doors.

BOOLE AND SON'S YARD.

Equal in Completeness to Any Shipyard on the Pacific Coast.

The many advantages that Oakland offers to large enterprises are rapidly being recognized. Within the past year, the well-known firm of W. A. Boole & Son has been constructing a ship-building plant that will be, when completed, without an equal on the Pacific Coast for the building of wooden vessels. It is located on the Oakland estuary, between Adeline and Linden streets and has a water frontage of over eight hundred feet.

Every means has been provided for the construction of steamers and sailing vessels of either wood or iron, and most complete repairing facilities have been provided adequate to meet the requirements of vessels of any class.

To give a complete description of what the Messrs. Boole are doing, beyond the scope of this article, and only a few of the principle features can be mentioned.

The wharf in connection with the plant is four hundred feet long and fifty feet wide, and the mill at the head of the same is within three hundred feet of the inner side. This mill is fitted with the latest wood-working machinery and has the most modern appliances for handling heavy material.

Marine ways are now in course of construction and will be completed by the first of March. These will have a capacity for lifting a three thousand ton vessel and will possess the important feature of being located in close proximity to the works, thereby giving the quickest possible dispatch to vessels making repairs on the dock. It

is also a fact that vessels can be docked by being hauled out on the marine ways in one-third of the time taken by other methods of docking. Owing to the vessels being hauled above the ground level and exposed to the sunlight and air, the ventilation is rendered perfect and the "drying out" so necessary is done in a much shorter time than in the case of a dry-dock. Every part of the vessel can be readily reached and no unnecessary time is lost in hoisting or lowering tools and material.

As soon as the marine ways are finished, an extensive iron working plant is to be put in, thus giving the firm every facility for quick and thorough work.

An electric plant large enough to furnish one thousand sixteen candle power lamps is apart of the works, enabling work to be prosecuted at night when necessary.

Requisite dredging has been done, so there is twenty-five feet of water at all tide stages.

One of the unique attractions is a hotel, where such of the employees as

desire can be boarded and lodged in a thoroughly comfortable manner.

A four-masted barkentine is now on the stocks and the keel for a duplicate vessel will soon be laid.

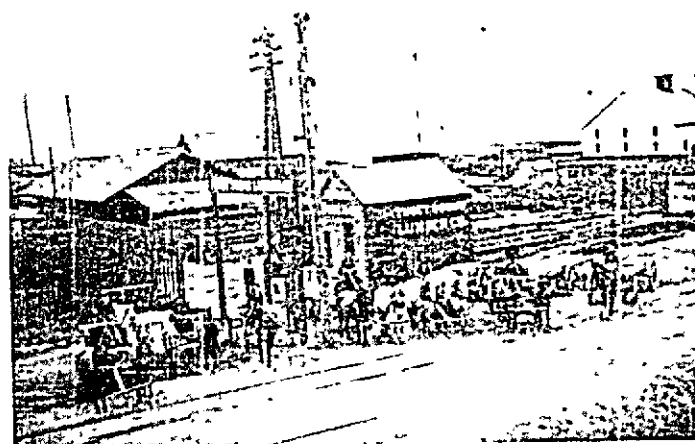
Within the past few days the firm has been awarded contracts for a general overhauling of three of the United States revenue cutters, the Bear, Rush and Maunaloa. These are at present in Northern waters, but will be brought here soon and will be docked at this new Oakland shipyard.

In a few months it is expected that from one thousand to fifteen hundred men will be employed and the great benefit that Oakland will derive therefrom is apparent.

The city is fortunate in having this industry located here, and it is only the forerunner of many other enterprises that will see the inducements Oakland has to offer.

The San Francisco offices of Messrs. W. A. Boole & Son are at 219 Stewart street.

The accompanying half-tone engraving gives only a partial idea of the magnitude of this new and welcome undertaking.

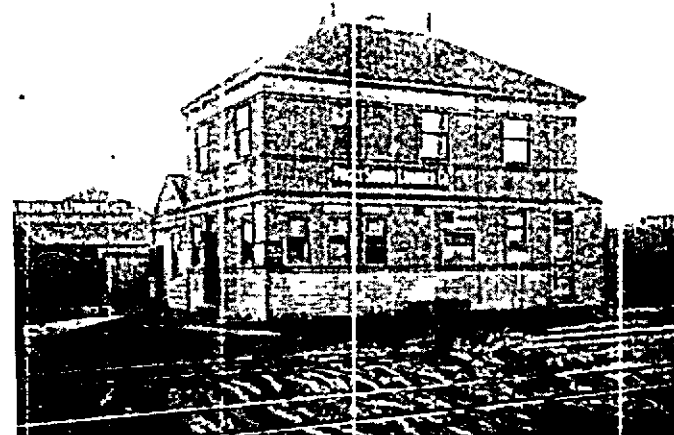


PUGET SOUND LUMBER CO'S YARD, OAKLAND HARBOR.

PUGET SOUND LUMBER CO. Model Wharves and Yards on Harbor—Most Popular Management.

In this water-front edition of the Tribune, it is a pleasure to state that the Puget Sound Lumber Company has, in a remarkable degree, shown an appreciation of the maritime advantages of Oakland's harbor. It may be said, in return, that the people of this city and vicinity have, by way of patronage, shown a reciprocal interest in the Puget Sound Lumber Company. The yard of the concern is most centrally located. It is where ship and rail meet and where, at the same time, local patronage may be readily supplied—namely, at the foot of Clay street. The offices of the company are at the cor-

ner of First and Clay streets. There is no better equipped lumber company on the coast. Here, it owns its wharves which have a width of 250 feet with a depth of 600 feet, and all its vessels discharge their cargoes at those wharves. It owns its mills, which are situated on Puget Sound, Washington Territory, and it also owns the vessels which ply between that point and the yards in Oakland. The company has branch yards also at First and Broadway in this city; also in East Oakland, and again in Alameda, in all of which places it has remunerative patronage. The Puget Sound Lumber Company has been in existence thirty years. It carries the largest and most varied stock of lumber on the Pacific Coast, and this is required in order to supply the constantly growing local and interior trade. The management of the company's interests in this section is in the hands of G. W. Fisher, the general manager, a most expert

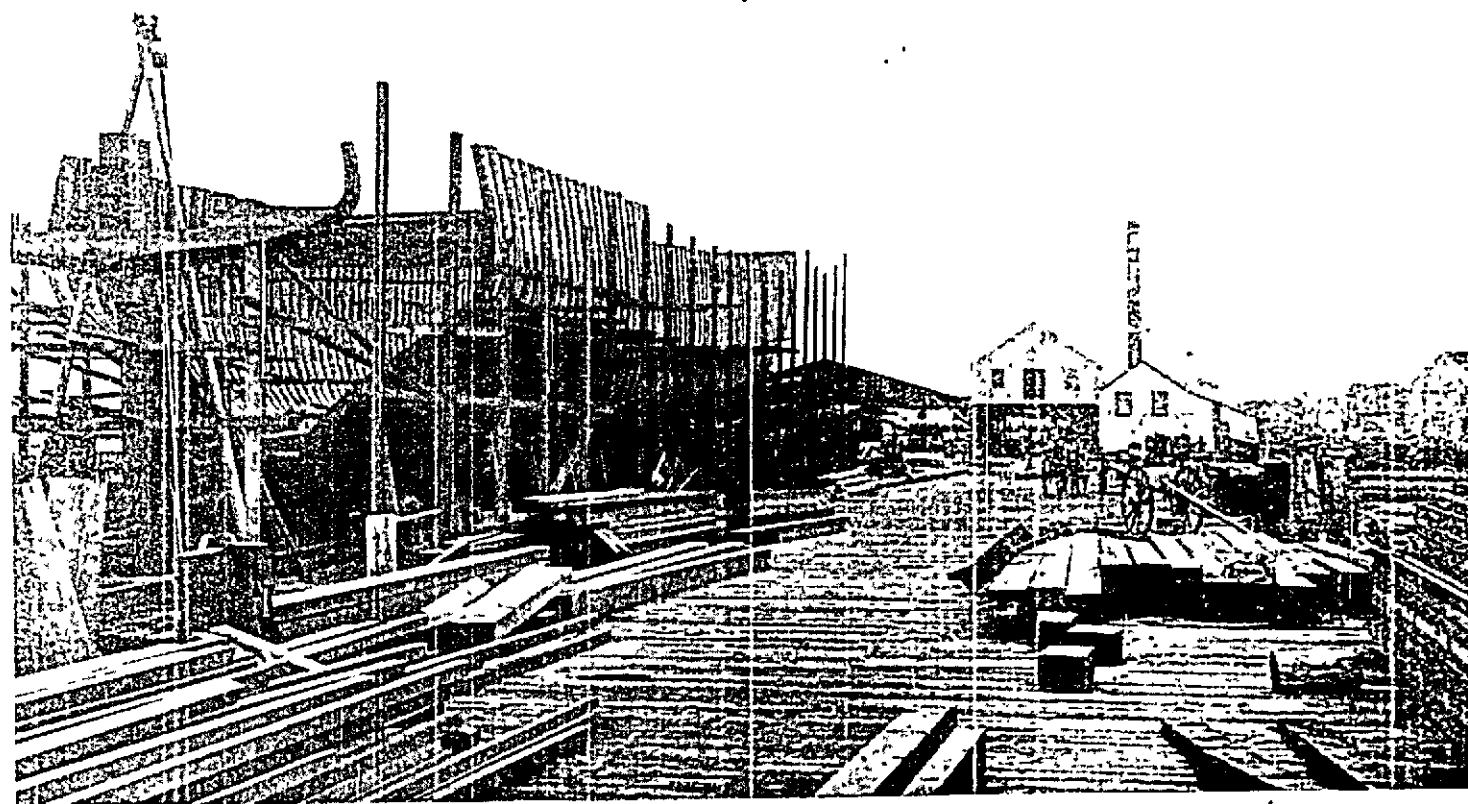


PUGET SOUND LUMBER CO'S OFFICE ON OAKLAND HARBOR.

AUBREY'S WAGON FACTORY An Institution Which Prospers and Turns Out the Very Finest Vehicles.

L. B. Aubrey is one of the newest of the manufacturers who have been attracted to the water-front manufacturing district, and the manner in which he has pushed to the front with his wagon and carriage works can be accounted for only by his pluck, energy and

ability as a vehicle builder. He has a three-story factory at the northwest corner of First and Franklin streets, supplied with all the modern tools and devices of his craft and is prepared to turn out wagons, drags, trucks, express wagons, light cars, in fact vehicles of any description. Repairing and blacksmithing are done with dispatch, and all work is guaranteed. Mr. Aubrey has just completed a wagon for James McManus, the undertaker, and another for Kirschner & Maize, the beer men, which are models of their kind. Mr. Aubrey's charges are reasonable and he is always prepared to give estimates.



BOOLE & SONS' GREAT SHIPYARDS, OAKLAND HARBOR



BIRDS EYE VIEW, SECTION OF OAKLAND HARBOR.

THERE IS MONEY IN OIL.

The Juanita Company One of the Most Reliable Concerns on the Market.

Many people who a few years ago were considered among the middle classes, financially speaking, are now in affluence, due to wise investments in oil stock. From the writer's personal knowledge the names of many in the usual walks of life are now comfortably fixed, so that they have large incomes from judicious investments in reliable oil companies. Of those which are looked upon as being among the best on the market is the Juanita Oil, Mining and Development Company, Incorporated, which is located in the famous Coalinga district in Fresno county, California, and which is pronounced by experts to be the finest oil land in the State.

On the land of this company a standard Derrick has been erected, and work is being pushed at a rapid rate, which insures an early flow of oil. The stock is now being disposed of at the remarkably low figure of 15 cents per share, and those buying at this price will find their stock worth considerably more within a short period of time. The Juanita Company has a capital stock of \$100,000, divided into 120,000 shares of a par value of \$1. Of this amount \$20,000 shares have been placed in the treasury, the first \$1,000 shares of which are to be sold at 15 cents for development purposes only. Full information can be had at the local office of the Juanita Company at 222 Broadway, Oakland, and those who desire to make an investment that will bring excellent returns should avail themselves of this opportunity, for the stock cannot remain long at the figure quoted.

Deep Water in the Harbor Means Commercial Greatness for Oakland

BY J. E. BAKER

THE history of Oakland Harbor may be briefly epitomized. Its improvement began in 1874, and to date the Government has appropriated \$2,405,600 for its development. In 1874 the total tonnage that passed into the harbor was 154,300 tons. In 1899 the enormous amount of 3,363,112 tons of freight passed through the jetties. With 30 feet of water in the channel and basin the traffic would be enormously increased. Oakland would become a port of entry for the largest ships. The shipping industry is making such rapid strides that every citizen should lend all possible assistance to Congressman Metcalf and Senator Perkins in their efforts to obtain deep water. With deep water Oakland will become a great city.

The greatest improvement that makes Oakland's progress today is along the harbor front. In many ways the city is growing and extending—broadening in commercial activities as it increases in area—but development is most rapid where the breath of the sea meets the landward breeze along shore. Few people in Oakland even have any idea of the extent of the improvements that have lately been made and are still being made along the harbor front. It would be a revelation to the average resident of this city to walk or drive from the foot of Center street to the head of the basin. He would be amazed at the volume of traffic and the growth of new industries. The constant procession of craft of all kinds through the harbor is surprising, and the busy air that prevails along the wharves indicates prosperous business conditions and commercial activity.

Ships are loading and unloading, piles driven, wharves built and extended, docks dredged out and new buildings and warehouses erected. The piles of merchandise, the vast stocks of lumber, huge heaps of coal, ricks of brick and hay, barrels, boxes, crates, etc., tell the story of busy trade, even if the multitude of teams and the general bustle did not denote it.

The statistics of the United States Bureau of Commerce and Navigation tell in impressive figures the story of the commercial expansion that is revealed to the eye along the harbor front. An immense tonnage is passing in and out of the harbor. This tonnage is increasing with extraordinary rapidity, due to the deepening of the waterway and to the settled conviction that the Government will speedily deepen it to accommodate the largest ocean ships. With a thirty foot channel through the jetties at low tide the tonnage passing into the harbor by ships would double within a year. An enormous increase in wharf and dockage facilities would be required, which would necessitate an immense amount of dredging and building by the owners of water front property to accommodate the traffic. This would supply a market for a vast quantity of building material and furnish employment to an army of workmen. The effect on local business cannot be estimated.

IMPROVEMENT BY PRIVATE OWNERS.

The Government only dredges to within 200 feet of the pier head line, hence property owners must dredge out berth room for ships along the wharves. In San Francisco the water front is owned by the State, which improves it and collects the dues for wharfage and other facilities. The water front of Oakland Harbor, save a small section belonging to the city, is owned by several large corporations

and private parties who stand ready to improve it so as to meet every requirement the moment the Government opens the channel to deep water ships of the largest class. At present such vessels are compelled to discharge a portion of their cargoes in San Francisco or on lighters before they can pass through the jetties. When the channel is dredged out to a depth of 30 feet Oakland harbor will be the most convenient and the cheapest point to discharge cargo on the Pacific Coast. It will also be the safest, for within its landlocked basin there is absolute freedom from storms and tidal waves. No fierce tides will cause collisions, and there is no danger that tempests will drive vessels against piers and wharves. There can be no drifting at anchor or wreckage from tide and wind.

Situated inland, with slack tides and no storms, Oakland Harbor is ideally situated for the safety and convenience of shipping. Every foot of its seven miles of water front is available for wharf and dock room, and it is belted around by railway tracks, so that ship and car can be brought together in closer union and on more advantageous terms than anywhere else. Here are the most admirable factory sites in the world, for they have a wharf on one side and a railway on the other—and the lines of railroad radiating from this water front reach every point in the interior and afford choice of three transcontinental routes.

SOME INSTRUCTIVE STATISTICS.

In 1899 the total tonnage handled in San Francisco harbor was 5,886,008 tons. In the same year the freight that passed through the jetties of Oakland Harbor amounted to 3,363,112 tons. This is exclusive of all freight handled at the Long Wharf, or at any point outside of jetty channel. A very large proportion of the freight that passed through Oakland harbor was first landed in San Francisco and then ferried across the bay in loaded cars. The lesson is obvious.

But the importance of Oakland Harbor can perhaps better be shown in another way. Of the total tonnage of 3,363,112 tons that passed through the jetties in 1899, 472,863 tons came by ship and 2,890,249 tons came by ferry. To date the Government has expended a total of \$2,405,600 on the improvement of Oakland Harbor. For the improvement of the harbor of Eureka, on Humboldt Bay, the Government has expended over \$6,000,000, and last year the total tonnage handled in that harbor was 305,520 tons, mostly lumber. The contrast is significant. Excluding all the traffic by ferry and there is a difference in favor of Oakland Harbor of 167,343 tons in last year's traffic.

Including the freightage by ferry the tonnage that passed through the jetties of Oakland Harbor exceeds by the enormous amount of 3,037,592 tons the total tonnage handled in Eureka

Harbor, which has cost the Government nearly \$1,000,000 more to create than has been spent on the harbor improvements of this city.

It is considered that the money expended at Eureka has been well spent, but Eureka is not the terminus of any great railway system and has not a vast territory of the most fertile soil on earth tributary to it as has Oakland. The money spent at Eureka would make Oakland a city of 200,000 inhabitants in ten years if expended here.

THE FRUIT OF INVESTMENT.

It is interesting to note how the traffic through Oakland Harbor has kept pace with the improvements. To date the total appropriations for the improvement of the harbor have been as follows:

1874	.....	\$ 100,000
1875	.....	100,000
1876	.....	75,000
1877	.....	50,000
1878	.....	60,000
1879	.....	60,000
1880	.....	60,000
1881	.....	60,000
1882	.....	200,000
1883	.....	135,600
1884	.....	60,000
1885	.....	350,000
1886	.....	250,000
1887	.....	150,000
1888	.....	100,000
1889	.....	20,000
1890	.....	200,000
1891	.....	133,000
1892	.....	133,000
1893	.....	133,000
1894	.....	133,000
1895	.....	133,000
1896	.....	133,000
1897	.....	133,000
1898	.....	133,000
1899	.....	133,000
Total	.....	\$2,405,600

The traffic passing through the jetties, exclusive of the freightage by ferry, has steadily increased as is shown by the following table:

1874	.....	84,300 tons
1875	.....	211,627 tons
1876	.....	206,923 tons
1877	.....	414,819 tons
1878	.....	472,863 tons

The same increase is noticeable in the ferry tonnage, as the following table will demonstrate:

1874	.....	60,000 tons
1875	.....	129,000 tons
1876	.....	1,876,635 tons
1877	.....	2,374,546 tons
1878	.....	2,890,249 tons

This year the tonnage will eclipse all previous records. A striking testimonial to the value of improvements along the harbor front is shown in the volume of freight handled at the Adams Wharf, or more properly speaking, the wharf of the California Development Company, which was the pioneer in giving extensive dockage facilities for large vessels. Last year more than one-third the total tonnage entering the harbor was handled at the Adams Wharf.

The construction of this wharf marks the beginning of the construction of

docking facilities for seagoing vessels on a large scale in Oakland Harbor. It is centrally located on the north side of the harbor within a few blocks of the business center of the city, and has a total frontage of 1,510 feet, with forty acres immediately contiguous already improved for business purposes. This ground, as well as the wharf, is connected with the Southern Pacific railway system by spur tracks.

A basin 200 feet wide has been dredged out to a depth of 23 feet at low tide along the entire wharf frontage. This will accommodate the largest ships that can pass through the jetties at present. It is intended to dredge out the basin to accommodate ocean vessels of the largest class as soon as the Government deepens the channel to admit their entrance into the harbor.

A more recent improvement is the wharf and huge coal bunkers erected by Balfour, Guthrie & Co. at the foot of Market street. This work has been completed within the year, and is only one of the many indications of the high opinion shipping men have of the future of Oakland Harbor. It also shows that private improvement is keeping pace with the Government work. At this moment individual enterprise is actually waiting on the Government.

OUR SHIPBUILDING INDUSTRY

Shipbuilding on a large scale has become one of the established and thriving industries. Several shipyards have been in profitable operation for a number of years, and two large concerns have recently opened new yards. A new marine railway to accommodate large vessels is now in course of construction.

It is stated on good authority that it will be utilized to repair some of the Government ships. Several new vessels are in course of construction and many others are undergoing repairs, Oakland Harbor being advantageously located for work of this character.

The channelway between the jetties is 500 feet wide, but the deep water channel, which is 300 feet in width, has been dredged to a depth of 20 feet at low tide. However, the entire distance between the jetty walls is available for a deep waterway whenever the Government sees the necessity for widening it. The total width of the harbor up to the tidal basin is wider than the Mersey river at Liverpool, and is amply sufficient to accommodate all the shipping that enters San Francisco Bay. It is not dredged out to its full depth, but there is every prospect it will be dredged out to admit vessels of the largest class without further delay. By an act of Congress the improvement of the harbor has been placed upon the continuous contract plan, but the expedition with which the work proceeds depends largely upon the discretion of the War Department, the engineers of which have charge of all harbor improvements.

Congress makes the necessary appropriations from time to time in accordance with the recommendations or as the condition of the treasury warrants.

Fortunately, Colonel W. H. Heuer, who has general supervision of the harbor improvements on the Pacific Coast, regards the development of Oakland Harbor with favor, hence Congressman Metcalf and Senator Perkins found him of great assistance in having the work expedited. It is now proceeding with all possible dispatch, but unfortunately the act of Congress putting the improvement only provided for dredging the channel and harbor basin to a depth of 20 feet at low tide. This depth does not admit the entrance of vessels of the largest class. Since the passage of the act the enormous increase in tonnage entering the harbor has shown the necessity of deepening the harbor to thirty feet.

A THIRTY FOOT CHANNEL NEEDED.

Senator Perkins and Congressman Metcalf are earnestly laboring to get Congress to authorize the increase in depth to 30 feet or at least 25 feet. As there is a surplus in the treasury and the revenues exceed the expenditures, there is no financial reason why the increase should not be authorized and put under hurry orders. The rapid growth of traffic through the jetties and the marked increase in manufacturing industries around the harbor basin are strong arguments in favor of an early completion of a 30 foot channel.

The advantage to commerce of completing the harbor to meet all the requirements of deep water ships is apparent. It costs no more to tow a ship into the Oakland basin than it does to tow it to the San Francisco front or to Long Wharf. For miles our water front is skirted by railroad tracks which enables docks and warehouses to be constructed to afford the cheapest and most rapid handling and transshipment of freight. A vast amount of tonnage that is now landed at San Francisco and subsequently ferried across the bay would be discharged directly at our wharves, which would mean a great saving in time and expense. Raw materials and fuel for manufacturing could be unloaded directly at the doors of the factories, and in many cases return freight laden without changing berth. A large saving in tonnage to points for receiving return cargoes would also be effected, because deep water vessels could reload with grain, flour and other products without being shifted about at great expense. Discharging vessels could proceed from wharf to wharf unloading at their convenience and at little expense.

A GREAT FUTURE FOR OAKLAND.

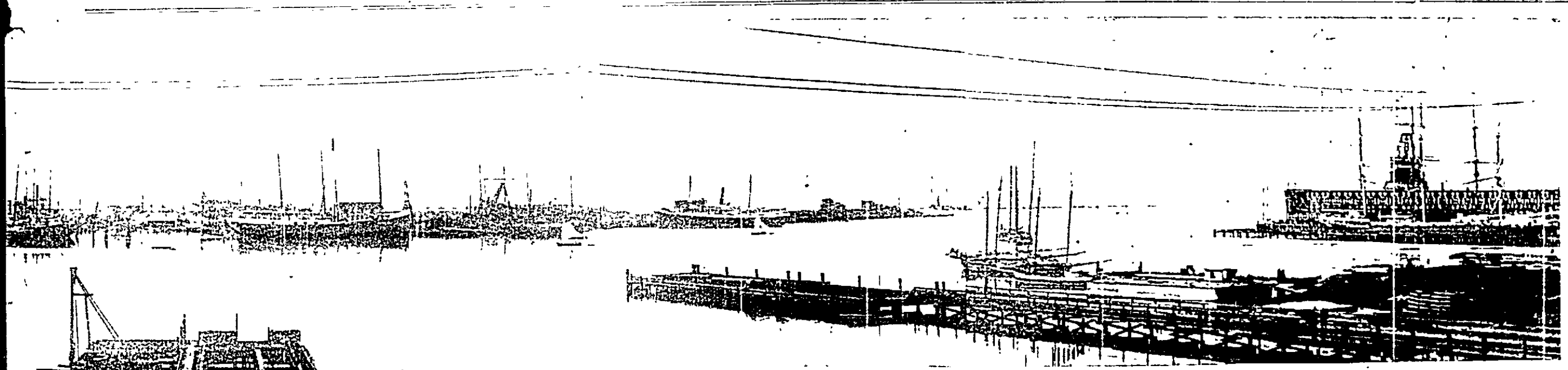
What all this would mean for Oakland cannot be estimated. Crews would be discharged and shipped here, which would mean the disburse-

ment of large sums that would immediately be placed in circulation among our wholesale and retail dealers. A heavy trade in ships' stores and naval supplies generally would spring up. The business of victualing ships would become an important factor in our local trade; stevedores and longshoremen in great numbers would be employed, also ship repairers and sailmakers. There would be a great increase in the teaming and drayage business, and, indeed, in all lines of local traffic and industry. Naturally, there would be redoubled activity in manufacturing enterprises, for such extraordinary facilities as would be offered here would not be neglected by capital.

Above all, Oakland would become a commercial emporium within the real meaning of the term. Its suburban character would soon disappear, and there would no longer exist any ground for the shallow reproach that this city is but a residence section of San Francisco. It is a favorite argument with many that Oakland's relation to San Francisco is analogous to Brooklyn's relation to New York City. The initial of the premises is wrong. The situation is here reversed. Brooklyn is separated from the mainland by water. Here it is San Francisco that is practically cut off by the bay. San Francisco gained her supremacy by reason of the fact that in early days all interior traffic was conducted by means of boats and coasting vessels. There were no railroads. San Francisco had deep water immediately off shore and was conveniently located for the transshipment of freight to river steamers which ran to the various distributing points in the interior. What is now Oakland harbor was a shallow basin accessible to only coasters of the lightest class.

THE KEY TO SUCCESS.

Railroad construction has changed the primitive conditions which gave San Francisco her early importance. Traffic on the rivers has been reduced to the smallest proportions, partly on account of the shoaling of the streams, but mainly by reason of the greater convenience and dispatch of the railroads. A deep water port on the mainland at some railroad center is the natural point for commercial greatness under modern conditions. With the deepening of the channel and basin to thirty feet Oakland offers these favorable conditions in a superlative degree. No city on the Pacific Coast presents such facilities for commerce and such advantages for manufacturing. It is only a question of time when there will be a great maritime city here, but the coming of this time depends largely upon the energy and enterprise of her own citizens. There must be no sitting down on opportunities nor supine waiting for the good fairy to unlock the golden gate of success.



J. P. TAYLOR, COAL.

Years of Success, Deep Sea Wharves and Modern Electric Hoists.

James P. Taylor, the leading and most enterprising coal dealer and importer of coal in this city, is a California pioneer. He arrived in San Francisco in 1879. After seven years' experience in the coal business with Berryman & Doyle and Dunsmuir & Sons, in San Francisco, Mr. Taylor secured the agency for Dunsmuir's Wellington coal in this city, and in February, 1879, he purchased the coal yard at the

corner of Sixth and Washington streets. He found the yard too small, however, to accommodate his growing business and removed to the waterfront at the foot of Franklin street, where he has continued doing business in all kinds of coal up to the present time. During the twenty-two years that he has been established at that place he has been scrupulously careful and conscientious in his effort to please his purchasers. He has, at the same time, supplied the best of coal, and absolute accuracy of weight, with the result that he has gained the custom of hundreds of people which he has retained in many instances for fifteen and twenty years. This is an achievement of which any man in business might be justly proud. Six years ago he erected coal bunkers on the city

wharf at the foot of Franklin street, at great expense, with a capacity of 1500 tons. Here the largest ships afloat, after a slight lightening, have been docked and have discharged their cargoes of coal. Now, deeper dredging is being done at the wharf, so that hereafter the largest vessels afloat may discharge at the wharf. By way of anticipating this feature as also making provisions for future business, Mr. Taylor is now duplicating the size of the bunkers and equipping them with electric hoists so that steamers and vessels may be discharging in the shortest possible time. Mr. Taylor has singularly prospered in his business, his sales of Dunsmuir's Wellington coal, the use of which has proven so economical, having quadrupled what they were when he assumed the agency.

CALIFORNIA COTTON MILLS

Employs Hundreds of Hands and Ships Product all Over the World.

The California Cotton Mills were established in 1882. The capital stock is \$500,000. They are situated in East Oakland, Alameda county. At the present time it employs about four hundred people. They are engaged in the manu-

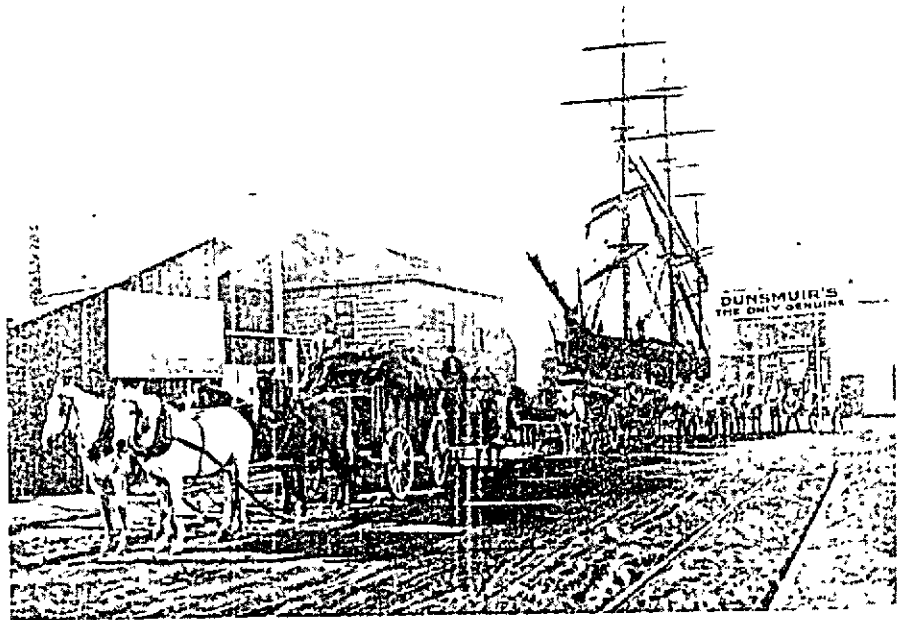
facture of all kinds of cotton and jute goods; also, seamless bags and all kinds of cotton twine and cotton rope. They are also largely engaged in the making of specialties, suitable for the various industries on the Coast. The goods are distributed by all the leading jobbing houses in San Francisco, and the product reaches every town on the Coast from Vancouver, in British Columbia, down to San Diego, in Southern California. The Hawaiian Islands and Mexico. The aim of the management of this company has always been to make nothing but the best qualities, and consequently the goods are well-

liked by the various trades who use them, it being well known that California particularly wants nothing but the best of everything. We may mention, especially, that the Mills' cotton rope and cotton wrapping twine, also cotton seine twine, are said to be superior to anything imported, and those using this class of goods would do well to mention in their order to their jobbing houses that they want goods of California manufacture, as by doing this they are sure to get the best. Mr. L. G. Carter is president, Mr. J. Y. Miller, secretary, and the superintendent, Mr. Wm. Rutherford.

OAKLAND PLAINING MILLS.

Thirty Years in Business and Send Work all Over the Habitable World.

The Oakland Planing Mills, which are owned and operated by Burnham-Standford Company, are the largest of their kind in the country. They occupy all the territory on Washington street between First and Second streets, equivalent to 4500 square feet. They have been in operation since 1870. They



YARDS, BUNKERS, LOCK AND OFFICE J. P. TAYLOR, COAL DEALER, OAKLAND HARBOR.

ART IN POTTERY.

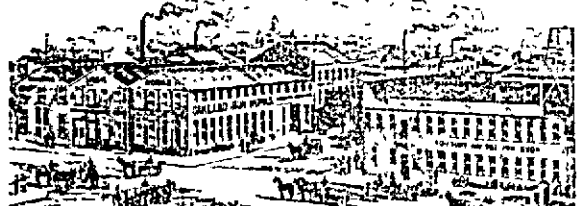
Great Enterprise and Success of James Miller's Works in East Oakland.

James Miller, the enterprising owner of the Oakland Art Pottery and Terra Cotta Works, on East Twelfth Street, near Twenty-third Avenue, East Oakland, was born at Calton Hill, Edinburgh, Scotland, March 25th, 1825. He learned the potter's trade when but a youth under the instruction of George Lenox, an Italian artist, who is represented as the first moulder in Scotland. He advanced rapidly in his trade, one of his earliest great pieces of work, being a model of

OAKLAND IRON WORKS.

Engines, Boilers, Machinery Made and Repaired at Reasonable Rates.

One of the most prosperous and up-to-date manufacturing institutions on the coast, is the Oakland Iron Works. A miniature cut of the concern appears in this waterfront edition of the Tribune. The works occupy half a block on the south side of second street at the inter-



OAKLAND IRON WORKS, SECOND AND JEFFERSON STS.

section of Jefferson street and a quarter of a block at the north side of Second street at the same intersection. The company owns and operates the largest iron and brass foundry and the largest machine and boiler works in this city. This means a great deal, even when a comparison is instituted with others of the coast, because there are only two larger affairs of the kind in San Francisco.

The works are situated close to Oakland harbor. They are thus convenient to maritime patronage both of coasting and deep sea vessels. They are supplied with up-to-date facilities and suc-

cess in obtaining an immense amount of government, steamer and other repair work. The Oakland Iron Works manufacture Engines and Boilers, Marine and Steamers, Ice and Cold Storage Plants, Power Transmission Machinery, Turbine Patent Water Wheels of highest efficiency, Brick and Pottery Machinery, Iron and Brass Castings, Sheet and Wrought Iron Work, etc., etc., and have a plant with facilities especially adapted for prompt repair work of every description, large or small. In the machine line, having established a record over the whole Pacific Coast of doing thoroughly good work for moderate prices, from Alaska

on the north to Central America on the south. Many of the fleetest and staunchest craft afloat on the Pacific Coast have been supplied with their engines and boilers by this company, and the same is true of many manufacturing concerns all over the coast. The company employs a small regiment of skilled mechanics and turns out all the work at the lowest possible figure and with the greatest dispatch. The president of the company is C. S. Booth. The telephone is Main 312, and the San Francisco office is located at 520 Market street.

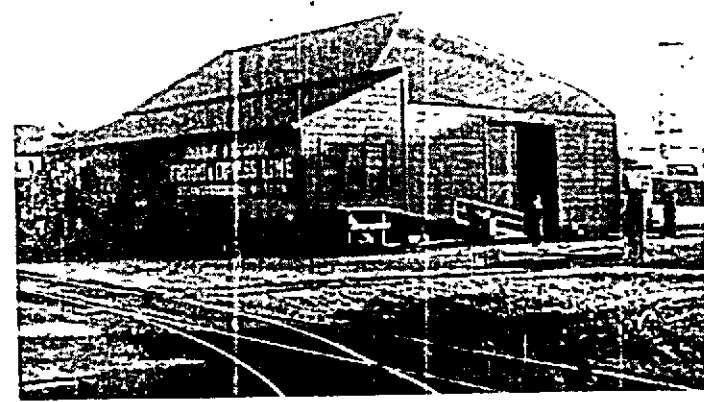
HAY AND WRIGHT'S YARD.

Vessels Built and Repaired by Expert Shipwrights with Greatest Dispatch.

The San Francisco and Oakland harbors, with their enormous shipping, have created the necessity for a most extensive and modern shipyard, and such an institution has been established in the harbor of Oakland, near Alameda Point, by Alex. Hay and Elijah B. Wright, forming the well-known firm of Hay & Wright. These yards are the most complete on the Pacific Coast, and as a consequence, are always alive with industry from one end of the year to the other. They have been in operation for the past eleven years. They are easy of access to craft both from Oakland and San Francisco, and are protected from the fury of the gale, even in the stormiest kind of weather. The members of the firm are among the most expert ship builders on the continent, both having devoted all their lives to the calling. Mr. Hay is a native of Nova Scotia, where he learned his trade. He came to California in 1858, and for many years pursued his calling at Sixth and Berry streets, San Francisco prior to his removal to this side of the bay. The yards have a frontage on the railroad track of the S. P. Narrow Gauge of 550 feet, and on the Estuary of San Antonio, otherwise known as Oakland Harbor, of 102 1/2 feet. They have a series of shops of all kinds, such as are required in an enterprise of this kind; wharf privileges down to deep water and marine railway capable of hauling on shore vessels of 1,000

tons, immense derricks and hoists, some of which can lift boilers of forty tons weight. The firm does all kinds of repairing of boats, tugs, sailing vessels and steamers, and builds all kinds of deep-water vessels of the largest description. Many of the finest vessels

the best of this class ever constructed; Honiwaip, Robert H. Hind, Philippine Expansion, Luzon, William Olson, Commerce, Forrester and Mindoro. The yard uses an immense amount of material annually a great deal of iron, supplied annually, a great deal of iron, supplied



SECTION OF WAREHOUSE OF DIMOND FREIGHT AND EXPRESS LINE, OAKLAND HARBOR.

now afloat have glided down the ways in these yards, including the steamers Akah and the Nelson, which are among the most perfect of their kind in these waters. To these must be added the steamers Kalamati and Hanalet, recently completed. Mention should also be made of the following four-masted sailing vessels, which take rank with

by the Judson Manufacturing Company of this city. The firm gives employment to 450 men, and pays out wages to the amount of \$4,000 to \$6,000 per week. The concern is known all over the coast and its business is always increasing, necessitating a constant enlargement of the plant, in which, at the present time, over \$100,000 is invested. The San Francisco office of the firm is at 26 Stewart street.

DIMOND FERRY LINE.

Connects San Francisco, Oakland and East Oakland and Does a Big Business.

The Dimond Freight and Express Line is an enterprise which connects Oakland and San Francisco by means of a steam ferry service which represents the energy and capital of Hugh Dimond, the young man whose name it bears. The service is rendered by the staunch little steamer, Mr. Eden, which makes two round trips a day between this city and San Francisco, and trips twice a week, on Monday and Thursday, as far as Derby's landing in East Oakland. The boat has a capacity of 200 tons and carries that amount on every run to and from this city. She brings all the groceries used by local merchants with a variety of other goods. She supplies the boats of the Alaska Packing & Shipping Company, as also the shippers and other industries along the estuary. She docks at Washington street in San Francisco, but picks up and delivers goods wherever desired over there. The line has been in operation for about nine years. It is moderate in its charges, engages in no competitive rate-cutting and is regular and reliable in its service. Shipments are protected in transit by fire and marine insurance, a factor which is of great importance to consignors and consignees. To handle the business of this ferry, six large two and four-horse trucks are required in this city, and sometimes these rigs must be almost doubled. The Dimond Freight and Express Line is a great convenience, a great success and Mr. Hugh Dimond is to be congratulated for the reward that has come to his useful and up-to-date enterprise.

STANDARD PLAINING MILL.

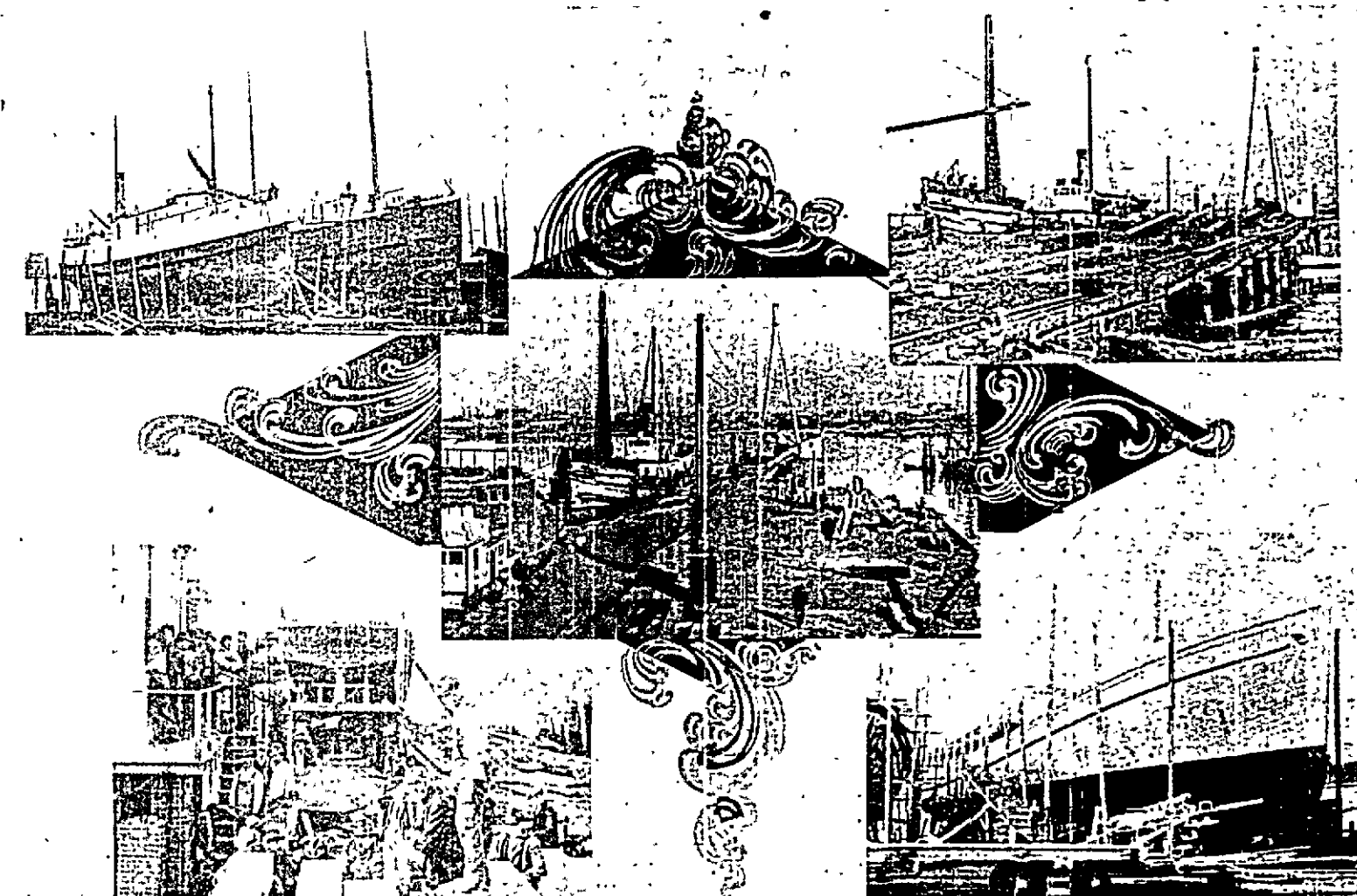
The Enterprise of a Young Man Which is Attended by Happy Results.

W. J. Roth is a young and enterprising millman with an unusual amount of energy, thrift, business sagacity and experience. He is the sole proprietor of the Standard Planing Mill at 624-626 Second street. The Standard is an immense concern. It turns out moulding of all kinds, house finishings in hard and soft wood, turnings, brackets, does all kinds of sawing and makes a specialty of tank building for all purposes and sizes. Estimates are given on all these kinds of work and satisfaction is guaranteed in every instance. The power plant of this mill is a powerful one, and by it power is supplied to adjoining factories for the manufacture of Brazilian rubber, a machine shop, a stair-builder, and several other institutions and individuals. Twelve expert machinists are employed and the value of the output is more than \$15,000 a year. The mill has been in operation six years and its business is always increasing.



JAMES MILLER.

an equestrian statue of Queen Victoria. He perfected this knowledge of his trade and art by a tour of Europe, and especially by study at Naples. He came to America in 1856, working in some place at a salary of as much as \$200 a month. He arrived in California in 1872 and located in Brooklyn, now East Oakland. He was the first to introduce terra cotta for architectural purposes in this State, establishing the California Pottery and Terra Cotta Works, and in August, 1886, located the present factory, which is known all over the country. Mr. Miller married Miss Isabella Crabbe in Oakland, September 9th, 1873, and six children have been born to them. He is a member of Oakland Lodge of Perfection No. 12, A. & A. S. Rite of 32d degree, of the United Workmen, and Knights of Honor. The Oakland Art Pottery and Terra Cotta Works cover nearly two blocks of ground, and have a railroad connection along their entire south frontage. They give employment to about forty persons, according to the activity of trade. The amount expended for wages annually ranges between \$15,000 and \$20,000, and the output of the works includes terra cotta chimney pipes, tops and caps, water filters, fire-clay vases, pedestals, tiles, fountains, vitrified iron-stone sewer pipe, as well as a thousand other articles of an artistic nature for the interior and exterior decoration of the home and grounds. They goods sell on the reputation of Mr. Miller and his works, which is unexcelled. Mr. Miller is one of the brightest, most genial, enterprising art and pottery men in the country. He is the owner of several valuable patents and is always in advance in everything which tends to the betterment of the calling to which he has devoted his life. One of his recent achievements is a water filter which has become immensely popular and is considered one of the most perfect in use from a hygienic standpoint.



SCENES AT HAY & WRIGHT'S SHIPYARDS, OAKLAND HARBOR.

GREAT FUTURE FOR THE CALIFORNIA STANDARD AND GIANT OIL COMPANIES

Mr. M. J. Laymance, recognizing that one of California's greatest sources of wealth would be the production of oil, about two years ago visited the McKittick District, in Kern county, California, where, it was reported, that the prospects for oil were very flattering. He secured bonds on a large number of acres of oil land, and in conjunction with Dr. J. M. Merrell, James T. Hamilton of Pittsburg, and William J. Dingle of this city, organized the California Standard Oil Company, a corporation of half a million dollars capital, which corporation took one-half of the land Mr. Laymance had under bond. Later he organized the Giant Oil Company, which consists principally of the same stockholders, which secured the other half or portion of the land.

The two corporations control between 1,500 and 1,400 acres of patented land in the oil belt of McKittick, the companies' land adjoining in every alternate forty acres, being from one-fourth to three-fourths of a mile wide, and over three miles in length. The companies' land lies over the oil stratum which, up to the present time, has proven to be over one-half mile wide, running the entire length of the property.

CALIFORNIA STANDARD AND GIANT.

The California Standard Oil Company commenced to drill its first well in August, 1899, and struck oil at a depth of less than 400 feet and secured in the neighborhood of 100 feet of good oil sand. This well has produced about 100 barrels of oil per day ever since. Since that time also the company has bored five other wells, ranging in depth from 400 to 600 feet each, four of which are good producers.

The Giant Oil Company has been as fortunate as the California Standard Oil Company in the boring of wells. The California Standard's producing wells are in what would be termed the southeast end of the companies' land. The Giant wells are at the northwest end. The Giant commenced drilling shortly after the California Standard did, and while the California Standard developed its land by boring wells near the land of the Giant, the Giant went up to the northwest end of the territory and commenced to bore her wells, thereby developing also the lands of the Standard. She struck her first well at 500 feet, a well which proved a gusher, being good for 200 barrels of oil a day. The second well, drilled within 200 feet of the first, struck oil at about 600 feet and proved to be quite as successful as the first.

The Giant Company now has four producing wells, the two last ones drilled being near the middle of the tract. The entire lands of the two corporations have now proved to be what is termed "oil land" in the true sense. The two corporations have just completed quite a number of new derricks to start other wells with as soon as the machinery can be moved to the different derricks.

McKITTICK OIL ANALYSIS.

The quality of the oil produced at McKittick, is of much lighter body than that of the Kern river or Bakersfield oil, running from 18 to 22 gravity. To further illustrate the gravity of the oil, the following analysis as compiled by Thomas Price & Sons, is given:

SAN FRANCISCO, Cal., August 2, 1900.

"M. J. Laymance, Esq., Secretary California Standard Oil Company, 460 Eighth street, Oakland Cal.—Dear Sir: Referring to yours of yesterday with reference to our analysis of a sample of your oil, as reported by us on the 23rd ult., we note that we omitted in our certificate to give the equivalent in degrees Baume (the usual commercial designation), of the specific gravity of the oil in its original state, but that we have given the specific gravity and degrees Baume as well for each of the products which the oil splits up into an distillation.

"The specific gravity of the oil in its original and undistilled state, as noted on our certificate, is 0.810, this being equivalent to 19 degrees Baume.

"On being subjected to distillation we get, first, a clear oil, with a faint pink tint, which has a gravity of 0.815, or 40½ degrees Baume. This is an illuminating oil.

"Next we get a red oil with a gravity of 0.850, or 22½ degrees Baume. This is a lubricating oil.

"Finally we get a dark oil with a gravity of 0.930, or 12 degrees Baume. This, too, is a lubricant.

"The residue is coke, the oil having an asphalt base.

"We have presented here, first, an oil which, in its original state, is an unusually good fuel oil; and secondly, when distilled gives three oil products—an illuminant and two lubricants.

"If we can give you any further information in this, or in other connections, we trust that you will not hesitate to command us.

"Very truly yours,
"THOMAS PRICE & SONS."

The oil from McKittick being of light gravity is better and easier to handle as a fuel oil. The gas companies throughout the State use principally this quality of oil. The McKittick oil has only one competitor, and that is the Coalinga, which is of very high gravity, running from 25 to 40, and is unsafe to be used as a fuel.



M. J. LAYMANCE.

proposition unless mixed with some of the heavier gravity oil.

A READY MARKET.

The companies find a ready market for all their oil, which is shipped in tank-cars which hold about 150 barrels each. They are now shipping large quantities of oil to San Francisco, Oakland, Marysville, San Jose, Livermore, Alameda, Port Costa and other points. They also supply the Paraffine Paint Company with all its oil for rolling purposes, besides selling large quantities of oil down at McKittick to other companies who are drilling there.

ECONOMY OF OIL AS FUEL.

The use of oil as a fuel, as compared with coal, has many advantages. Taking into consideration the present price of coal and the present price of oil, the saving in the use of oil is from 25 to 50 per cent. Even if the price were of no advantage in the use of oil, a person once using oil as a fuel could not be induced to go back to coal, for oil is a self-feeder, which is a great advantage in the heating of furnaces, etc. Where it has heretofore taken two or three men to fire a boiler with coal, with the use of oil it now requires none to do the work.

PIPE LINES.

The corporations own their own pipe lines running from their wells to their receiving tanks at McKittick. The oil immediately from the wells is taken into settling boxes and tanks, where it is freed from all sand and foreign matter, after which time it is taken into the receiving tank at McKittick station, from which tank it is loaded into cars. It requires from twenty to thirty minutes only to load a full car.

BIG WATER PLANT OWNED.

The California Standard Oil Company also owns its own water plant at McKittick. Before commencing to do any development work on their property it was necessary for the company

to invest large sums of money in laying pipe lines to convey water over the land to drill wells. In this work alone, in the neighborhood of \$50,000 was expended. The company's plant now supplies water for domestic and other purposes in and around the town of McKittick, the rate for water used for drilling each well being \$100 a month.

A PLANT PERFECTLY EQUIPPED. The two corporations also own all their own buildings, and control all the land upon which the town of McKittick is situated and adjoining the railroad, thereby giving them great advantages in the conveyance of oil and for tankage purposes.

Their buildings consist of a good six-room house, nicely furnished for the use of the superintendent and the officers of the company; also a large boarding and bunk house for the accommodation of the men, engine houses and tool houses. They also own all their oil wagons, stables, all their pipe lines, telephone lines, etc. Great sums

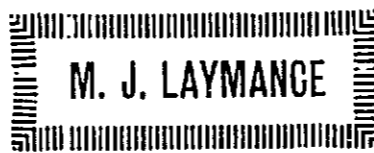
of financial standing and known business ability.

The original promoters of the California Standard and Giant Oil Companies were M. J. Laymance, J. M. Merrell, James T. Hamilton and W. J. Dingle. These gentlemen went into the field, invested their money in first-class machinery, sunk wells and speculated at their own risk, to first find out whether or not their property was oil-producing land, never asking the public to invest in any of their companies' stock. They have never printed any maps, nor have they ever had printed a prospectus or done anything to give their companies an attractive air on paper. They expect to reap their harvest from dividends, honestly earned and now really in sight.

Mr. M. J. Laymance is secretary and general manager of both the California Standard and Giant Oil Companies. J. M. Merrell is president of the one and vice-president of the other. William J. Dingle is president of one and vice-president of the other. Walter C. Beale is treasurer of each company.

HONORABLE MEANS EMPLOYED.

No person can read the names of the men who caused the inception of this undertaking without at once being satisfied of their moral, social and financial standing in this community. They are men with level heads, business acumen, provident of their wealth, sure when they know it may be utilized with the certainty of a return upon the outlay. No person may study the history of this enterprise without becoming impressed with the fact that these men first assured themselves that everything was right and that they then went ahead. There were, as has been said, no booming circulars, no highly colored imaginings to attract unthinking investors—in a word, there was an utter absence of the wild-cat methods of procedure which, in other instances, have caused bankruptcy, misery and ruin. It is in such companies that stability, integrity and devotion are found, and it is in such companies only that the prudent, the conservative, the practical and the intelligent man of affairs will repose his confidence.



M. J. LAYMANCE.

M. J. Laymance, president of the Laymance Real Estate Company of this city, is also the organizer and promoter of some of the largest oil companies in the State. He is president of the Fresno & San Benito Oil Company, which has 3,000 acres of land in Fresno and San Benito counties. He is secretary and general manager of the California Standard and Giant Oil Companies, also the Little Standard Oil Company at McKittick, Kern county, and the Grand Pacific Oil Company. In addition he is interested in oil lands in different portions of the State.

Mr. Laymance was born in Georgia in 1856. He was educated in the public schools. In 1875 he came to California, settling in Sonoma county, where he remained two years. He then moved to Humboldt county, Nevada, where he became interested in the cattle industry. In 1878 and 1879 he added to the raising of cattle, mining and merchandising. He returned to California, and from 1884 to 1887 he farmed extensively in the San Joaquin valley.

IN REAL ESTATE TRANSACTIONS.

In 1887 he organized the real estate firm of M. J. Laymance & Co., and from a small beginning that company has grown to be a thriving concern. In 1893 the firm incorporated as the Laymance Real Estate Company, and is now engaged in an active business, occupying its offices and salesrooms, the entire ground floor of the Leimert building at 400-402 Eighth street. On its books will be seen the properties and names of some of the best and wealthiest of Alameda county's population. The company also represents some of the strongest insurance companies on the coast. The firm is the promoter and father of the town of Elmhurst, a suburb of Oakland, which has grown to be a thriving little city of its own.

PROMOTER OF OIL INDUSTRY.

Mr. Laymance is also one of the original promoters and one of the organizers of the Producers' Oil Association of California, which organization proposes to handle all the crude oil produced in the State, to the very best interests of the producers. This will be the strongest organization of oil producers in the country, thereby giving them great advantages in the building of pipe lines, the building of tanks, railways and ships for the conveyance and marketing of oil in this State and in other countries, because in the next year California will be exporting large quantities of oil of her own production.

comes in contact. He never errs in judgment, and his knowledge of human nature is most profound. He is prudent in speculation, provident of the future, conscientious in guarding interests of others committed to him and in having all associated with him enjoy the fruit of their enterprise and liberality to which they are entitled. There is little to be marvelled at, therefore, that every enterprise he undertakes and he himself are pronouncedly successful.

LEADING IN RAISIN CULTURE.

In 1888-89 Mr. Laymance engaged in the raisin business in Fresno county and has been very successful in raising growing ever since. He is the owner of the largest vineyard in that county and one of the organizers of the California Raisin Growers' Association, through which he, in conjunction with M. T. Kearney and others, in 1899 succeeded in increasing the price of raisins from one-quarter of a cent to 2 cents a pound. This association now handles

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SIX GREAT STAKE-DAY EVENTS IN THE NEXT YEAR AT TANFORAN PARK.

The Fine Features of the Great
Speed Resort and the Lovers
of Good Sport in Charge.

The new year at Tanforan track will offer six great stake-day events during the four months still left of this winter's racing season. These big money races will be run on Saturday afternoons. The Winter Handicap, with its purse of \$3,000, will be decided January 20th. The Ellipse stakes of \$1,500 will be run February 2d. The California Oaks, with a purse of \$2,500, will be the attraction February 9th. The California Derby, offering \$3,000, will be the event March 2d. The Spring Handicap, with a \$2,000 prize up, will be contested March 30th. And the Great Trial Stakes for \$2,500 will be the special drawing card April 27th.

Under the antitake existing agreement between this and the Oakland track, racing has its alternating periods at the two parks. Tanforan will have four more meetings before the present season closes. The first one will begin Monday, January 21st, and conclude Saturday, February 9th, thus including two of the stake events. The second meeting will begin Monday, February 25th, and will end Saturday, March 9th. The third will begin Monday, March 25th, and will end Saturday, April 6th. The final meeting will begin Monday, April 22d, and conclude Saturday, May 4th, the last three days being given entirely to the California Pony and Steeple Chase Association.

This is the second season for this beautiful new track. It is the first season under the new ownership, prominently identified with which is Prince Andre Poniatowski, the new president of the San Francisco Jockey Club, owner of the property. The other officials, indicative of the influence of the new ownership, are: Charles L. Fair, vice-president; Major John L. Fair, secretary; Francis J. Carroll and John J. Moore, directors; Milton S. Latham, secretary; Lansing Milner, C. H. Pettinelli and Edward Cole, racing stewards; C. H. Pettinelli, president judge; Edward Cole, associate judge; George Parsons, paddock and patrol judge; Richard Dwyer, starter and E. J. Fox, racing secretary. The directors are mostly well identified with the swell Burlingame Country Club and their support marks something of a social innovation in the conduct of the big racing game in California.

The success of the Tanforan track with such backing cannot be doubted, as Prince Poniatowski, formerly a racing horse, is a man of wealth and exceptional social position. When Prince Poniatowski quietly assumed control he imported several racers that he bought in the East and he added them to his stables. Word was passed that the new conditions would make it more likely than ever before that some of the biggest Eastern racers might be induced to send horses to Tanforan for future winter racing seasons.

But twelve miles from the business part of San Francisco and reached by direct trains in thirty minutes Tanforan track is convenient to the city. The cars stop right at the entrance to the park and so near the grand stand that it is but a few yards to the rear stands leading up into the great, beautiful pavilion. There is every facility for receiving crowds rapidly and without the least personal confusion to the patrons of the course.

The grand stand has chairs for 3,000 spectators and can accommodate 5,000. Under the wide expanse of sloping seat area are the betting booths, and everywhere there are pleasant evidences of convenient and artistic arrangement of buildings and equipment calculated to make an ideal race track grounds.

Situated on a narrow plain, bounded by low coast hills on one side and by an arm of San Francisco bay on the other, Tanforan track points one of its oval ends towards distant

Mount Hamilton, with its gleaming white observatory miles away, and the other end toward the much nearer Golden Gate, while far off to one side looms old Mount Diablo, across the bay, and opposite on the other side of the track the blue of the Pacific fades into the sky tone until there appears to be no horizon.

The track is a parabola with bulging curves and slightly flattened ends, a formation adopted for the attainment of greater speed because it permits the racer to take to the turns with the least possible effort. The material of which the top dressing of the track is formed is the sub-stratum of specially prepared porous matter to insure rapid drainage and freedom from mud, make this quite a remarkable track for speed and continuous utility.

Within the last few months many new buildings have been added to the extensive groups already scattered within a great enclosure, and extra accommodations have been made for racing horses. There are all the architectural adjuncts to a first-class course.

Within the oval of the great track is an enormous lawn, part of it serving as occasion demands for a polo field or for other athletic contests for which the location and equipment of Tanforan are peculiarly suited. When the Pacific coast championship games were recently held at Tanforan very fast time was made on the race track by men who had always been accustomed to sprinting on the rolled lawns. The half mile, run nearly four seconds under the old record, was the fastest performance of the kind ever witnessed in the far West, and indicated that there were material advantages in the scenery, moist earth of the Tanforan track.

No Chicago or New York race course has stable accommodations superior to those at Tanforan. The big 12x12 box stalls offer every comfort to the horses. Around each of the twelve principal stables is a covered walk twelve feet wide and curved at the corners so that the horses may be exercised under cover all day. The saddling and shoeing stalls are sixteen stalls, eight on each side, forming a group in the middle of a large covered area that provides a track for the horses to trot and canter at will.

Special trains from Third and Townsend streets station on race track days carry the patrons of the sport directly to the grand stand, so that even in the rainiest weather there could be no chance of getting wet or suffering inconvenience.

THE HUNTING OF WILD HONEY BEES.

To be a successful bee hunter requires a great deal of patience, endurance, and a knowledge not only of the habits of the bee, but of woodcraft. Patience is one of the most essential qualifications, for oftentimes it is many hours before a line of bees is located. Then, too, there is an element of danger in the sport, for the bee, when its home is attacked, will fight desperately, and on such occasions the hunter must exercise calmness, otherwise the thousands of these busy workers, when disturbed, might make life anything but pleasant for the hunter.

Hunters of the bee differ somewhat in the method of locating a hive. Some start right in by "baiting," while others begin operations by catching a few bees while in the act of gathering nectar from a blossom and then by sending them out to lead on their fellows to the place where the bait has been placed. I had the pleasure of enjoying a day last week with Charles Braley and Allen B. Lucas, two of the crack bee hunters in this section.

I was met on a weekend at Braley's Station, where they live, and taken by Mr. Braley to his home, where the party, four in number, started out. We took several small tin boxes with us, a smoker fitted with bellows, and a small stick fitted with a tripod end. In each of the boxes Mr. Braley explained, was nice, sweet honeycomb, for, as he said, "honey which is fresh makes the best bait." As we passed along the small tin boxes were used by both gentlemen in snatching bees off from the blossoms. After half a dozen had thus been caught we set up the smoker and when the confused bees commenced humming, which is an indication that the honey made the best bait. As we were at a time, leaving the box, the bees were at their return home in great circles in the air just above the box, and then sails away in the direction where it is supposed the golden honey is stored.

After each bee had been liberated in the manner described a somewhat larger box was placed on the stake, and this box served as a bait for others which returned with their fellows who had made a ten-strike in gathering nectar. This box was also liberally supplied with honeycomb, and in a very short time the exposed honey was covered with bees bent on getting honey while the supply lasted. While engaged in gathering nectar or pollen, the food for the young, so I was told, the bee will not sting; and I guess Mr. Braley is right, for I handled several while thus engaged, and they paid no more attention to me than if I was a part of the stake. "It is only when you pinch them or molest their homes that they show fight," casually remarked Mr. Braley.

While this explanation was going on quite a number of bees had somehow found their way to the bait, piling over each other in their eagerness to get at the sweets contained in the box. Then was shown how it was determined that the same bees return to their baited box. This is done by marking three or four with a paste made of flour. The first marked bees left the bait and returned for more within five minutes, and then we followed up the course which the line had taken, when we found, as Mr. Braley and Lucas predicted, that the bees which had been captured were from Mr. Braley's hive, which was all of 150 feet from the spot where the bait stake had been set up.

Returning to the stake, we found thousands of busy workers hovering about the bait, anxious to gather their share. The sagacity displayed by the bee in thus returning to the spot where the product for honey has been found is surprising, and when hunting away from home, it is difficult to determine a location, the bait is repeatedly moved up the line until the time of a marked bee shows the distance to be not far from the hive, when the line is followed up as I have described.

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Oftentimes it takes hours to locate a hive, and not infrequently two swarms of bees are at work on the bait at the same time, and the hunter resorts to what he terms "cross lining" then by setting up the bait on the opposite side of the wood in which it is thought the hive is located. If they fly back then the hunter does not hesitate to place them, and this is generally successful when the hives are widely apart at the same time.

The location having been found then begins what most of us would say is anything but fun—the removal of the honey, for it should be kept in mind that Messrs. Braley and Lucas hunt the bee for its honey only, although when a good swarm of honey bees is found hived on the branch of a tree they are occasionally caught and taken to one of their box hives for the purpose of furnishing additional product.

When a line is located and appearances warrant, the honey is gathered in a day or two after the discovery. But if not the honey is gathered in a day or two, and later on takes place the invasion of the hive, which is the most trying part of the hunt, for then it is that the fight begins. It is on such occasions as that the smoker comes in play, for when a tree is felled to get at the hive, the insects fight like mad. The smoke from the smoker, filled with water, is blown into the hive to fill their honey sacks at once, and once filled, as when gathering nectar from a blossom, they lose their fight. But many fall to "fill up," as Mr. Braley terms it, and dive at the invaders like madmen.

Messrs. Braley and Lucas have had an experience in this sort of sport which covers a period of thirty years. Mr. Braley being the longest in the business. They have found bees in the trunks of trees, on the limbs of a tree, in holes in the ground, and, in fact, almost everywhere that the queen bee of a swarm has seen fit to alight, for she is the one which locates a home. Mr. Braley is as good as a look on bees, and what he knows concerning them has been gained by his own personal observation. The bees which are hunted by him and his partner are both the wild bee and the domestic bee, which has swarmed from the farm of some beekeeper. Mr. Braley is such an expert at this that he is frequently employed to capture a swarm which has left its home on a farm, and when the lady Dr. E. S. Albee, who was very much interested in bees, had numerous swarms, he was frequently seen assisting the doctor at swarming times.

There are some facts concerning the honey bee in this sort of sport which are worth mentioning here. Mr. Braley says in this vicinity we have but two species of the honey makers—the Italian and the black bee, the last named being marked by three clear yellow bands. Mr. Braley and his partner, who, by the way, do not engage in the sport for gain, begin their hunt early in spring and keep it up until late in the fall. The most prolific months, Mr. Braley says, are June, August and September. In June the bees gather their product principally from honeyclovers or white clover. In July from high laurel and white alder, in August from the sweet pepper bush, which grows wild and is very fragrant, and in September from the golden rod and frost ovals. The last blossom from which they gather nectar is the blue swamp cwr, which is in blossom as late as October.

Sometimes, in the season, Mr. Braley says, the bee is more vicious than at other times. The bee is the most irascible when there is a scarcity of the product, but when sweets are plentiful and the insects are kept busy they pay out little attention to outsiders, except when the conditions which make it more difficult to raise queen bees. The average life of the "workers," in this climate, he says, is but fifty-five days, but the young, which are kept coming all the time, keep the ball rolling, and honey-making goes on from early spring until late in fall.

Last season was a poor one, while in 1899 the two hunters were favored with an exhibition of their methods gathered 40 pounds of good, clean honey, and but two pounds of this quantity was sold, which shows that they are in the game for love rather than money. This season has thus far proved a good one, for several good hauls have already been made. They hunt from Rochester to Fall River, and the other day they found at the Cedar post road, two miles north of Hixville, a very large swarm which had located inside of a stump. A good supply of honey was secured, and so pleased was Mr. Braley with the swarms that he took them home with him, and they are now doing good work in a box hive. Mr. Braley and his associate have found nineteen swarms this season, have a dozen hives to collect from this fall, and are still engaged in hunting.

The quickest time made by them in locating a swarm after marking a bee is twelve minutes, but it is more often hours before the trick is turned, and Mr. Lucas

says on one occasion they were a week before finding a hive. When once they set out to locate a hive they never give up. Their experiences in following a line of bees vary but little. If located in a swamp it means hard plugging through briars, and if in the open field the obstacles are greatly reduced.—New Bedford (Mass.) Standard.

VEGETARIANISM AS A FAD.

Vegetarianism is a growing fad. Even in the small towns the intellectual and spiritual have their tea and wafer clubs, where the barbarisms of meat eaters are denounced and slaughter of animals for food is voted brutal. The rapid increase of vegetarians has led to investigation of their claims by medical scientists. If the views of Dr. Norburne B. Jenkins, a Chicago medical writer, are correct, vegetarians and their doctrines will hereafter be amusing rather than taken seriously. "It cannot be denied," said Dr. Jenkins, "that many persons and races of people can live, thrive and grow fat without animal food. There are Andeans who eat nothing but bananas, and are able to make themselves incomparable beasts of burden. The porter of Smyrna is a veritable cart carrying heavy burden all day and eats nothing but dates and rice. Everybody knows that the Chinese live largely on grain and vegetable food, many of them never tasting meat. Many of these vegetarians are the healthiest and strongest of people.

"Such facts as these are conclusive evidence to many. They consequently shun animal food and hope to be strong and healthy without meat.

"Animals like lions, tigers and leopards must have the freshest of animal food, meat that has been killed but a few hours; indeed, live rabbits, goats and sheep are sometimes fed to delicate and sickly animals in zoos with the most beneficial results. "The races of men and animals differ more in their internal construction than in outward appearance. The visceral anatomy of some races of people is somewhat like the goat, the rabbit and the hog, while in others it is more like that of the dog, the cat and animals of prey. The small, the digestive intestines, is many feet longer and of much larger surface and capacity in vegetable eating nations than in meat eaters, and this ludicrous and individual fact speaks volumes.

While our people have only from fifteen to nineteen feet of small intestines, the vegetarian nations have from twenty to twenty-seven feet, and some individuals of them have been found to have an enormous length, even as much as fifty or fifty-five feet. This fact is testified to by König, Gruber and other great medical authorities.

"Of all the world the workman of this country has to think as he works. He is in on sense a beast of burden; he cannot live on grain. One-third of the blood in his entire body is needed to keep his brain active. His labor is fiercely fast and competitive. All this and more is in his work that is not in others." He needs rapid nerve repairing food, strong red meats. He cannot do such work except with these. A man might be a quiet, intellectual sage on vegetables, or can be a beast of burden and live on such if he has the right kind of viscera; but he cannot do fierce, nerve smashing, competitive work or be a good soldier without meat, and plenty of it.

"One needs a certain racial, geographical and anatomical disposition to be a good vegetarian. Of all people we are the least so qualified. The vegetarian races have on an average five to ten feet more of intestines than meat eaters, and so can live and toll on grain and vegetables, but they cannot build war ships, bridges, typewriting machines, skyscrapers, locomotives, etc.

"It is safe to say that this century's unprecedented use of meat has had nearly as much to do with speeding and progressing civilization as either coal or iron. The American cannot do the skilled and speedy work required of him and meet the world's competition, as he now does, unless he has an abundance of meat.

"The recent experiments of living on a few cents a day are most unfortunate and misleading, for some of our people may be tempted to economize in this dangerous way. The workman

of this country is so constructed that he cannot do this safely, and it is foolish and hazardous for him to attempt such a thing.

"Every man who works should eat at least one pound of fresh, rare beef daily. The man who eats meat and works to earn it too makes the best citizen and workman and the bravest soldier."

MODERN EMPIRE BUILDING.

Nobody could have owed less to his start in life than Marcus Daly. Born of a poor Irish family, in such obscurity that it is not even certain whether his first appearance in the world was on this or the other side of the Atlantic, cast adrift on the wharves of San Francisco without a cent at the age of 13; digging potatoes to earn money enough to take him to the mines, and making himself a mining expert, without schooling, by dogged study of the rocks in which he was laboring—he was a self-made man, if ever there was one. There was plenty of men swinging their picks at his side who had better advantages than his; who had been taught something about geology and mineralogy, and who had even been capitalists in a small way. But they kept on swinging picks, while Daly studied, observed, pondered, planned, and finally became the master of his profession, and of the riches of which it was the key.—From "Marcus Daly, Empire-Builder," by Samuel E. Morfett, in the American Monthly Review of Reviews for December.

ACCOMMODATING.

A woman in a tattered shawl rang the bell of a stately mansion. "May I die on your doorstep here?" she asked respectfully, of the butler who presently appeared. "No!" was the brusque reply. The woman was turning sadly away, when a beautiful child, with golden hair, cut in.

"Oh, papa," cried the child, "please do let the woman die on the doorstep!" "Very well," said the father, for he could deny his little daughter nothing. So the woman died on the doorstep, feeling that the world was not altogether dark, after all.

OYSTER RAREBIT.

Pick over and remove the hard muscles from half a pint of oysters. Parboil them in the chafing dish in their own liquor until the edges curl. Then

turn them into a hot bowl. Put in a chafing dish one tablespoonful of butter, half a pound of grated cheese, one saltspoonful each of salt, paprika and mustard. Beat two eggs slightly. Add the oyster liquor, and when the cheese is melted add this gradually. Then add the oysters and when hot pour it over hot toast.

HIS ANSWER.

"Johnny," queried the teacher of the new pupil, "do you know your alphabet?" "Yes," answered Johnny. "Well, then," continued the teacher, "what letter comes after A?" "All the rest of them," was the triumphant reply.—Tit-Bits.

HERE'S A PRAIRIE POEM.

An alleged offer of \$1,000 for the best rhyme for Michigan brought out the following from a country paper in Illinois: "I knew a young lady from Michigan; To meet her I never would wighigan. She'd eat of ice-cream 'Till with pain she would scream. And she'd order another big dichigan."

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BRICK YARDS
PLEASANTON, Alameda Co.
SAN JOSE, Santa Clara Co.
GREEN BRAE, Marin Co.

Main Office, Oakland, 2nd and Clay Streets
Telephone Main 63
San Francisco Office, 5th and Berry St.
Telephone South 437

EXCELSIOR REDWOOD CO.

An Enterprising Firm With a
Reputation for Furnish-
ing Reliable Material.

Builders and contractors in Alameda county are giving a large share of their orders to the Excelsior Redwood Company at 671-673 Broadway, southwest corner of Third street, Oakland.



TAYLOR & CO., LUMBER.

A Well-Established Firm in
Business in Oakland for
Thirty Years.

The firm of Taylor & Co., at the corner of First and Washington streets, has been in the lumber business since 1860. Since that year, the firm has grown in business, and now carries one of the largest assortments of lumber in the city. The firm handles all kinds of lumber, but and now carries one of the largest assortments of lumber in the city. The firm handles all kinds of lumber, but and now carries one of the largest assortments of lumber in the city. The firm handles all kinds of lumber, but and now carries one of the largest assortments of lumber in the city.

SUBURBAN RAPID TRANSIT.

Comfortable and Speedy Service Between Oakland and Other County Towns.

The Oakland, San Leandro & Hayward Railway was incorporated May 1891. The company immediately commenced the work of construction. May 1, 1892, the road bed was completed and equipped, and frequent and rapid communication established between Oakland and Hayward, a distance of sixteen miles. Including sidetracks the company now operates twenty-nine miles of railway. The building of the road reduced fares between Oakland and Hayward and all intermediate points. Cars leave the power house at Elmhurst shortly after five o'clock in the morning, and during the run at intervals of half an hour. The last car leaves Oakland after midnight. The road-bed is on the main county road and receives the support of a populous and rapidly increasing territory. It is no more fertile country in the State than is tributary to this line. On both a dca of the track are charming residences, highly cultivated orchards, comprising all varieties of deciduous fruits, and gardens which largely supply the Oakland and San Francisco markets with fruits and vegetables. The scenery along the route is as diversified as the soil products. Suburban settlements rapidly acquiring urban characteristics, a few miles apart, intensify the interest of those patronizing the line. The company has expended many thousands of dollars for parks, and is constantly beautifying them. At the terminus of the road, in the eastern part of Hayward, is the Hayward Park. It is one of the most picturesque spots in the county and State, and is rapidly acquiring a popularity commensurate with its sylvan beauty. In the park there is a canyon one and

RHYMES OF THE DAY.

A Court Note.—
To sit upon a jury
"Most every man has fitness,
But it takes a skillful lawyer
To sit upon a witness."
—Philadelphia Press.

As fewer hairs upon his head
With the lapse of time you note,
Are more hairs to be found, not ye,
Upon fluffy, long and golden be,
Upon the shoulder of his coat?
—Detroit Journal.

Bon Voyage.—
Isaac Kohn Mowakhammed Doylet is in town,
Full of Persian pleasanties, man of great renown.
Speed this sad departing one, doesn't care to tarry,
Hadj Hassan Ghoul Kohn Mohammed El Vessart.

Ring the sleigh bells merrily, speed the parting guest;
Greet the long-nosed Minister to the slip-pant West,
But, ye gods, we're sorrowful at the loss
Hadj Hassan Ghoul Kohn Mohammed El Vessart.

—Brooklyn Times.

BUSY SCENES AT ADAMS WHARF.

Three Steamers Dock One Day Evidencing the Rapid Growth of Commerce.

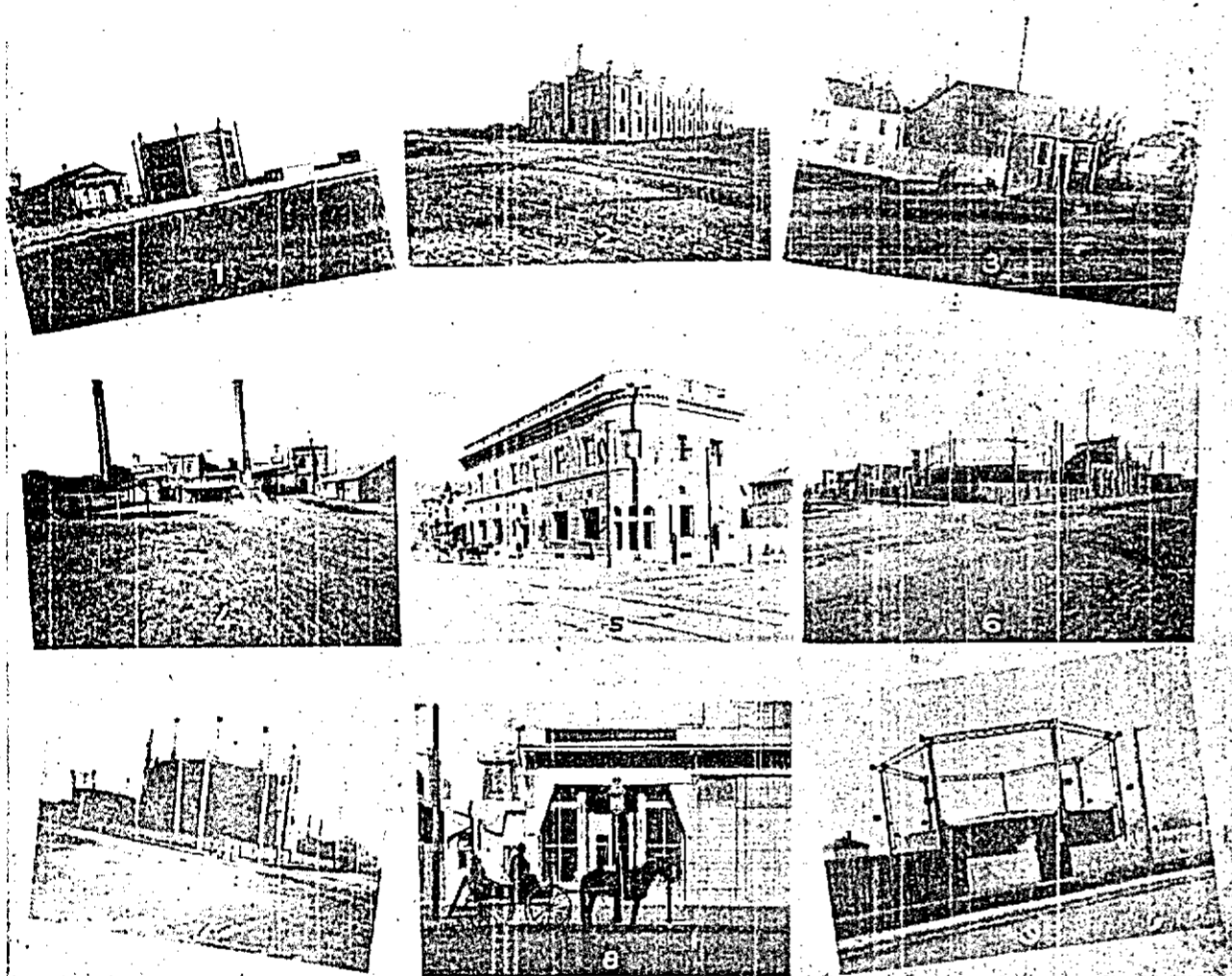
These are busy days at the wharf of Adams. An enormous amount of the California Development Company freight is being handled there, and it or the Adams Wharf as it is common- is rapidly increasing both in quantity

and variety. The section leased by the Pacific Coast Company is teeming with business as is attested by the huge piles of freight being transferred. Vessels are coming and going continually, and there is a steady procession of teams and drays loading and unloading. Three steam vessels docked at the Adams Wharf in one day last week and the freight movement by rail is very large, showing the substantial growth of business in the harbor as well as the advantage of foresight and enterprise. The deep water of the basin and the ample facilities for freight handling there make the Adams wharf a favorite place for docking. Another good point is its easy proximity to the business center. Cargoes can be discharged and delivered with the greatest dispatch, which is an important consideration in these rapid days. The wharf is specially arranged for

handling heavy freight in great bulk, consequently it is in great demand for landing building materials. Its close proximity to the main line of the Southern Pacific, with which it is connected by a spur track, renders it peculiarly favorable for rapid, convenient and cheap handling of freight. Being very commodious, with a frontage on deep water of nearly 1,000 feet, there is never lack of berth room nor delays in discharging cargo. Few Oaklanders realize the volume of business transacted there or the rapid rate at which it is growing. Last year over 150,000 tons of freight was handled at the Adams wharf exclusive of the amount handled by the Pacific Coast Company, which also handled a vast quantity. A visit to this busy place is full of interest, for apart from the scene of activity presented, it is a striking object lesson of the development of commerce in Oakland harbor.



SHIPPING AT ADAMS WHARVES AND DOCKS—OAKLAND HARBOR



OAKLAND GAS, LIGHT AND HEAT COMPANY'S OFFICE AND WORKS

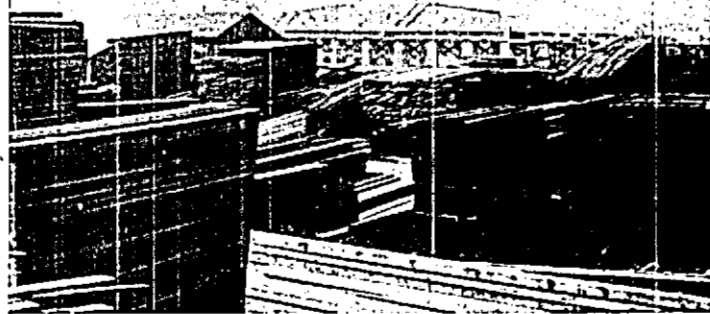
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|-------------------------------------|--------------------------|----------------------------|
| 1. Alameda Station. | 2. Electric Light Works. | 3. Tonsen Pumping Station. |
| 4. Electric Light Works, Yard View. | 5. Road Office. | 6. Gas Works. |
| 7. Gas Holder, Oakland. | 8. Alameda Office. | 9. Berkeley Station. |

HUMBOLDT LUMBER CO. A Corporation Which is Doing a Successful and Widely Extended Business.

With its principal yard and planing mill on Adams wharves, near the heart of Oakland's great manufacturing district, and with extensive branch yards in East Oakland, Hayward, Pleasanton and at Port Richmond, the Humboldt Lumber Company (composed of Hugh and T. P. Hogan), is one of California's monster business enterprises. In a recent interview Manager Hugh Hogan said: "Eleven years ago we began with a small yard. Now we have

the largest yard in Oakland and are doing the most business. Why, within the last month we have supplied two local ship-building firms, Hay & Wright and Beale & Son, with over one million feet of lumber. What do you think of one timber lot and ninety feet long, one of the sizes furnished by us lately to shipbuilders, who declare our lumber is the best they've ever had."

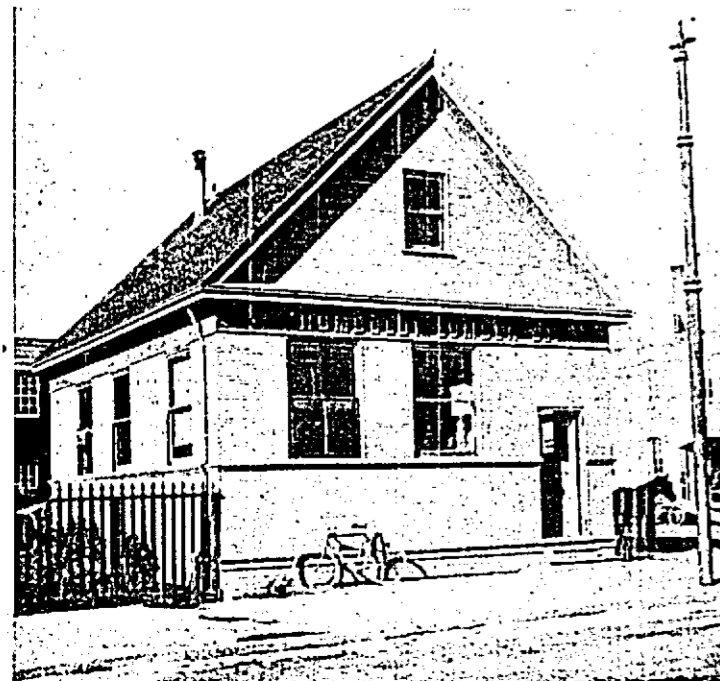
The Humboldt Lumber Company was the first to become tenants of Adams wharves and docks. "We do a general lumber and mill business," said Manager Hogan, "are agents for a big mill at Portland, Oregon, and we are able to fill promptly any order and every size."



HUMBOLDT LUMBER COMPANY SECTIONAL VIEW OF YARD, ADAMS WHARVES AND DOCKS.



HEAD OFFICE REMILLARD BRICK COMPANY, SECOND AND CLAY STREETS, OAKLAND.



HEAD OFFICE HUMBOLDT LUMBER COMPANY, THIRD AND WASHINGTON STREETS.

M. J. KELLER CO.

Shipping Gent's Furnishing Goods All Over the Pacific Coast.



HIG STORE AND FACTORY, M. J. KELLER CO.
1157-1159 WASHINGTON STREET.

The water-front of Oakland has always been considered of the greatest importance to the community by all leading citizens and especially by M. J. Keller, the head of the immense gent's furnishing establishment of the M. J. Keller Co., at 1157 and 1159 Washington street.

Mr. Keller is a far-seeing, level-headed, prudent and practical business man. He has seen Oakland, year by year, advance in commercial and industrial enterprises. He has seen the harbor of Oakland grow in importance from a creek of almost impassable sandbars to a waterway opening up this city and section to the commerce of the world. He has rejoiced exceedingly over this transformation, and is confident that before long the business of the harbor will have grown and will have caused the metropolis on the other side of the bay to make a herculean effort to retain many of the lines which have given her supremacy in the trade of the coast and that of the orient.

While this great change has been in progress, advancement has been the principle and the result of Mr. Keller's

business efforts in this community. From a small store, his has grown into an emporium modern in every feature and unexcelled by any similar institution on the coast. From a local trade the business of Keller has extended not alone along the Pacific Coast, but also into the interior and as far east as to act as a barrier against the encroachment of Eastern manufacturers into the territory west of the Rockies.

In every hamlet and town and city in this great area of country, Keller's men preach the gospel of the Keller-made shirt, Keller-made suits, Keller-made furnishing goods, while an army of Keller-paid tailors and seamstresses are busy working day and night to supply the demands created by these blazers of the path of Keller-inspired patronage and enterprise. No man knows more about shipping facilities, such as the rail amplifies and extends to every section of western territory than M. J. Keller. There is yet room for expansion for the M. J. Keller Company, Oakland's water-front and Oakland's harbor, but no day passes that does not see all three greater than they were the day before.

WINDOW SHADES.

How to Prolong Their Usefulness. Decoration and Color.

There may be rips in the slide casings or the shades themselves may need turning up down. By taking them off the rollers directions will be found in print pasted on the roller which will enable the housekeeper to make a change that will prolong the usefulness and freshness of the shade, though at the expense of a trifle of its length. The lower hem must be cut away to release the laced stick, the shade unrolled and the stay tacks which attach it to the roller taken out and saved.

Take the shade top for the bottom by crossing a hem wide enough to hold the stick. Sew it on the machine after unscrewing the ring that holds the cord by which the shade is raised or lowered. Insert the stick in the new hem, screw in the ring and carefully follow directions regarding tacking the shade to the roller. By rule and square see that the upper end is not only straight, but that it is at right angles with the sides, else the shade will be one sided and wobbly. Window shades are in better taste without a bottom fringe. They are for use, not decoration, and fringe only wears into tatters and rips with the least provocation. Again, the housekeeper who understands her business will never allow a shade to be drawn down over an open window. Where privacy is needed either close the blind with the case ment open or close the window and then draw down the shade; otherwise it will shortly become discolored and broken.

The color of shades is a matter of taste. A dark green is best for the eyesight. When it can be afforded, it is well to have two sets, green shades inside of white or cream, especially in sleeping and sitting rooms having a southern exposure, says a writer who makes these recommendations in Good House-keeping.

Oriental Cushion Design.

Cushions are all the vogue and a favorite Christmas present among the makers of fancy work. The cut shows a bright flame-colored linen cushion on which is a very pretty and quaint decoration. The half circles are worked



LINEN CUSHION DESIGN.

long and short stitches in colors to suit the oriental style of design—blues, browns, green and black. The dots are single black stitches.

Table centers, tea-cloths and side-board cloths in this same unusual pattern are elegant and effective.

Concerning Mirrors.

There are so many forms of mirrors, and it is so charming to see the design of the mirror in accordance, in resonance, with the general effect of the room, to see it so placed that not only is it seen to the best advantage itself, but is also enabled to reflect gracefully, for, like a picture, it requires careful choosing and careful placing. People who imagine that a mirror can be placed anywhere, made to fill any unoccupied space upon the wall, have no sympathy with its real purpose. The life of the mirror is an analogue to the life of man.

He is born in a ship. On the breast of the river of Time, As what he sees in, so have his thoughts been. As is the world on its tanks, So is the life of the man.

Considered so the mirror becomes indeed worthy of our time. It should cost us some trouble to select, some thought to place discreetly.

You may have one mirror or many; it or they must be of the design you admire, hang where you will, reflecting as much or as little as you desire. The primary object of a mirror is to comfort and second is to reflect its owner. And so the largest mirror in your room should be the room itself, concludes Art Interchange.

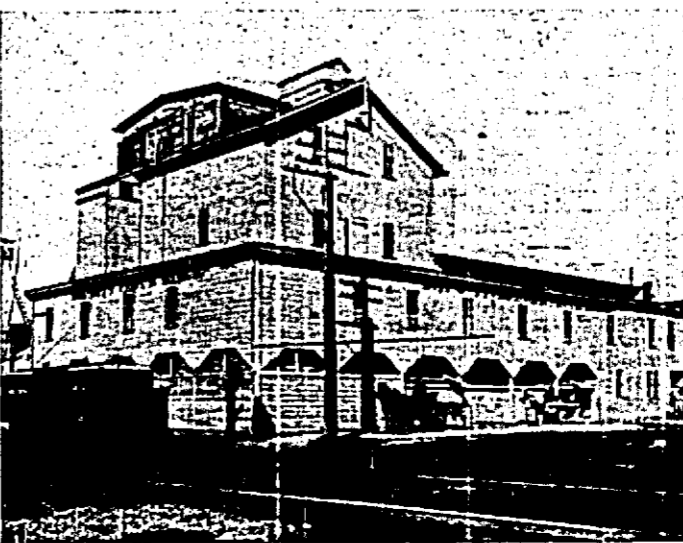


HEAD OFFICE PEOPLE'S EXPRESS COMPANY, NINTH AND BROADWAY, NORTHEAST CORNER.

BAY CITY FLOURING MILLS Supplied With Every Modern Device and Making Model Flour, Feed and Meal.

The Bay City Flouring Mills, at the northwest corner of First and Clay streets, have a history extending back for more than thirty years. They have grown to immense proportions and are now owned by J. C. Westphal & Sons. The senior member of the firm has been connected with the mills almost from their inception. His management of them has been characterized with probity and ability and the excellence of the output has been admitted all over the coast. The mills make a specialty of Bay City flour and Bay City

corn and oat meals, as also barley and cracked corn. They have the finest patent rolls with a capacity of 250 barrels of flour a day, or, including other articles, a total output each day of fifty tons or 15,000 tons a year. They consume about 100 car loads of grain per year, of which more than 200 are of wheat alone. The value of the output is about \$200,000 a year, and the amount paid for labor to an average force of thirty-five men, is between \$25,000 and \$30,000. Six wagons are required for shipping and delivery. There is a large local trade supplied and a great deal of the product is shipped to the bay counties. Mr. Westphal is aided in the management of the mills by his five sons, all of whom are experts and are most interested in the business. The names of these young men are Theodore, William, John C., Fred and George Westphal.



J. C. WESTPHAL AND SONS' BAY CITY FLOURING MILLS.

Yuletide Menu.

Ox, holly branch and mistletoe, And Christmas chimes where'er we go, And stockings plumed up in a row! These are thy gifts, December!

MENU.

Can Bouillon with Cream (or Tasse). Cold Turkey, Stuffed Olives, Salmon, on Lettuce Leaves, Mayonnaise Dressing. Preserved Ginger, Whipped Cream. Bonbons, Salted Nuts, Coffee.

II.

Casseroles, Oyster Croquettes, Peas, Cold Turkey, Stuffed Olives, Celery and Nut Salad, Olives, Vanilla and Strawberry Ice Cream, Assorted Cakes, Coffee.

III.

Oyster Soup, Tongue in Jelly, Turkey Salad, Olives, Celery Tip Sandwiches, Cafe Frappe, Almond Waters.

IV.

Ginger Sandwiches, Orange Marmalade Sandwiches, Bonbons, Salted Nuts, Coffee, Whipped Cream.

The latest gift from a bride to her maids is a pretty stickpin which is thrust into the knot of ribbon that ties their bouquets.

EQUINE INEQUALITY.

The work horse, and the carriage horse stood side by side on the street. "I see you take your meals in a cart," sniffed the latter, looking disdainfully at the other's canvas feed bag. "Yes," replied the equine toiler. "Don't you?" "Nish, nish, Pauline!" and the proud aristocratic mare rattled the silver chains upon her harness. "I prefer mine, stable d'oult"—Philadelphia Bulletin.

WEATHER REPORT
SAN FRANCISCO, Dec. 31—Fair this p. m. and tonight, cloudy Tuesday; light NE wind, changing to SE. Northern California: Fair this p. m. and tonight, cloudy Tuesday; heavy frosts Tuesday; light NE to SE wind.

Oakland Tribune.

You will find THE TRIBUNE in every town and hamlet in Alameda County the day it is printed.

VOL. LIII 14 PAGES—PART 1 OAKLAND, CALIFORNIA, MONDAY EVENING, DECEMBER 31, 1900 PAGES 7 to 14 • NO. 303

WM. R. DAVIS MAKES AN APPEAL TO REPUBLICANS.

He Can See No Reason Why Any Good Republican Should Desert the Party at This Time---Has Confidence in the Committee of 28---Calls Attention to the Instructions of the State Convention---Telling Arraignment of Those Who Have Stabbed Oakland---Asks that the Republicans Rule the City.

William R. Davis was asked by a TRIBUNE reporter this morning what he thought of the Republican situation. He made the following statement:

"The coast is clear. The representative Republicans named by the City Committee did exactly the right thing in providing primaries for the party. There is only one way to construct a convention, and that is from the basis upward, the same as with any other solid structure.

"A convention appointed from above by a few or by one is like a swinging garden, unnatural, and you have to keep it going by artificial means both stalks and roots in the air, no connection with the mother earth of the party, the membership.

"But the gentlemen acting on the Committee of Twenty-eight have adopted the good, old-fashioned plan which invites harmony instead of dissension, which calls the roll of the party and offers to every Republican an equal opportunity to be heard in its councils, and in determining its action.

"WHAT GOOD REASON CAN BE ASSIGNED FOR ANY REPUBLICAN'S DIRECT OR INDIRECT OPPOSITION TO THE REPUBLICAN PARTY AT THIS JUNCTURE, PRIMARIES BEING PROVIDED AND CONDUCTED BY REPRESENTATIVE REPUBLICANS WHOSE INTEGRITY IT IS IDLE TO QUESTION?"

"Those gentlemen having determined to call an open primary, will offer and conduct a primary at which every

member of the party who wishes to participate in its councils convention and action will have the same opportunity as every other member.

"IT IS IDLE TO INTIMATE THAT THESE GENTLEMEN ARE CAPABLE OF SO OFFICERING OR CONDUCTING A PRIMARY THAT ANY REPUBLICAN CANNOT CAST HIS VOTE AND HAVE IT COUNTED AS CAST.

"WHAT BETTER RECOGNITION OR GUARANTY OF THE RIGHTS OF THE MEMBERSHIP OF THE PARTY CAN BE FURNISHED THROUGH THE INTERVENTION OF A BOARD OR BODY WHOSE LIMITED MEMBERS MEET IN EXECUTIVE SESSION? The primary is the meeting place of all, open to the participation of all Republicans. This is the only way to conduct a party, all other ways are makeshifts or wedges of dissension.

"The Republican State Convention of 1896 enunciated the principle by enjoining that Republican conventions should be composed by choosing delegates at primaries of the party, the appointing method being then and there disavowed. Locally this rule has not been adhered to as it should have been, and we have had some of the fruits of disobedience to that wholesome injunction.

"Now the situation is righted up and there is no sound reason perceptible why the party should not voice itself within its own councils instead of in the house of others, and allow our Democratic friends to continue in their

Democracy unaided and in their private business, enjoying the continued blessings of Republican management and of general prosperity obtained without the consent and over the recent and stubborn resistance of the Democrats governed. Having had to deal with that resistance, I appreciate it. They, as good citizens, however, know that we have to abide by majorities, a great American virtue; and the only sacrifice I would assign to them or to anyone is to have them abide by that virtue here.

"Every American should be able to illustrate that American virtue. We have to in other places. WHO EVER HEARD OF A DEMOCRATIC STATE OR LOCALITY GOING OUT ON THE HIGHWAYS AND BYWAYS TO HUNT UP REPUBLICANS TO ADMINISTER THE GOVERNMENT FOR THEM? THEY ARE VISIBLY IN THEIR DAY, IN MAJORITIES AND IN MINORITIES, WHEN IN THE MAJORITY THEY ABIDE, WHEN IN THE MINORITY THEY VISIT AROUND AND STRIKE UP ALL KINDS OF STRANGELY ACQUAINTANCES IN ORDER TO GET TOGETHER A NEW MAJORITY OF ANY CHARACTER COMPOSED OF DIVERSE MINORITIES, SECURING WHATEVER ADVANTAGES THE LOCAL SITUATION WILL YIELD WHY COLLABORATE WITH THEM, OR WITH ANY OTHER FORCE STRIVING TO DISINTEGRATE THE

REPUBLICAN PARTY?"

"These disintegrating designs are too often recruited from and strengthened by sources upon which they have no claim, with which there is no natural affiliation, and which, once made successful by means politically unnatural, are again turned to account against the Republic in party. "As a Republican, I can see no wisdom in such a course. THERE IS CERTAINLY ENOUGH INTELLIGENCE AND ABILITY IN THE MEMBERSHIP OF THE REPUBLICAN PARTY OF OAKLAND TO ADMINISTER THE CITY GOVERNMENT AS IT SHOULD BE ADMINISTERED (AND I THINK SOME OF US STARED IF WE BUT STOOD TOGETHER INSTEAD OF APART, GO TO THE PRIMARIES AS THE STATE CONVENTION ENJOINED, BUILD UP REPRESENTATIVE CONVENTIONS FROM THE BASIS OF MEMBERSHIP AND LET ATTENDANCE UPON FAIR GAMES BE ENJOINED.

"In her career Oakland has already had assigned to her almost every stage-part in the comedy of errors, and she has gained wide repute for her versatility and attainments in that direction—from time to time meeting various roles to diverse managerial satisfaction or to transient managerial gloom, and always to the wonderment of beholders.

"I AM IN FAVOR OF SERVING OAKLAND BETTER, OF GOING TO THE PRIMARIES AND CONSTRUCTING A CONVENTION OF WHICH THE PARTY AND THE CITY MAY BE PROUD, AND OF SOBERLY SERVING OAKLAND'S WELFARE INSTEAD OF FURTHER INVITING THE CURIOUS WONDERMENT OF OTHERS.

"WILLIAM R. DAVIS"

BOERS TAKE AND LOSE HELVETIA.

Capture the Post By Surprise But are Shelled Out By the British.

LONDON, Dec. 31.—General Kitchener, telegraphing from Pretoria, Sunday, December 30th, says:

"The post at Helvetia was surprised at 2.30 A. M. the enemy first rushing a 47 gun. At dawn the officer commanding the post at Swartkops sent a patrol and shelled the enemy out of Helvetia, making them abandon the gun temporarily.

NARROWLY ESCAPES DROWNING.

Eddie Row, a diminutive lad whose home is on Second street, near Jefferson, fell into the estuary Saturday while fishing from the Jefferson street wharf. He could not swim, and had it not been for the bravery of a companion named Brieux he would unquestionably have drowned. He climbed down on one of the piles and grabbed a float by the coil collar as he came to the surface. The only inconvenience the little fellow suffered was the ducking.

The following steamers left Adams

The Boers, however, formed our prisoners around the gun and got away eventually.

No ammunition belonging to the gun was captured. The casualties were four officers wounded, eleven men killed and twenty-two wounded.

A column was sent out from Machadodorp, but owing to bad roads it failed to arrive in time.

HAYWARDS IN THE HANDS OF A MOB

Painted Buildings Red, Stole Turkeys and Hung Gates to Electric Masts.

HAYWARDS, Dec. 31.—The citizens of the little quiet town of Haywards thought they had been transferred to another burg when they awoke this morning. They could not recognize their own burg, and it was not until they had made thorough investigation and located some of the old landmarks that they were really in Haywards and not in some other place.

An organized band of small boys broke loose during the night, and what they had left undone in the way of mischief was not worth doing. There was not a gate on its hinges, not a sign on its post, and a block of any importance in the town was artistically bedaubed with paint of bright vermilion hue.

Special delight was taken in painting the show windows. Much attention was given to the postoffice. It was so thoroughly coated with red paint that Postmaster Oakes walked by it three times before he was able to locate it.

A large number of chairs that had been left on the veranda of the Villa Hotel were taken away. They were located this afternoon on the peak of Haywards Hill about a mile away.

Some of the missing gates were found swinging from the tops of electric light poles, but a majority of them had been taken away in a wagon and left several miles out of town on the Mt. Eden road.

At least a hundred turkeys that had been killed and dressed for New Year's feasts were missing this morning.

The town authorities are making an investigation of the outbreak, but have

been unable to get a clue to anyone who participated in it. The night-watchman says he did not hear any unusual noises during the night and was as much astonished as anyone when he saw the condition of the town this morning.

It is stated that an order has been issued for a secret organization known as the Peacherinos to turn out tonight. The citizens vow that if they attempt any depredations they will receive a warm reception.

STOCKTON LUMBER MILL SHUTS DOWN.

Associated Press Dispatches by The Tribune's Special Leased Wire STOCKTON, Cal., Dec. 31.—The P. A. Buell Lumber and Planing Mill has been closed down indefinitely, throwing 200 men out of employment. The payroll amounted to about \$4,000 monthly, and the shutting down of the mill, which was one of the largest in the interior, is a blow to the town.

The financial condition of the property is said to be good, but H. H. Moore, who with the Moore minors is the principal owner, says that he knew nothing of the lumber business, and could not at his advanced age give the business the attention it required.

The L. D. White Lumber Company of San Francisco is a large stockholder.

REBELS CAUGHT

Over a Hundred Are Captured in Cavite Province.

Americans in Possession of the Strongholds of Insurgents.

MANILA, Dec. 31.—General Fred D. Grant wires that while General Alejandro's men are trying to escape from Mount Arayat two of them were killed Sunday. There is no water on the mountains and food is scarce. The Fourth Infantry and Fourth Cavalry in Cavite province have captured 100 armed insurgents and taken possession of their camps at Arayat and Vilagram. The Philippine Commission has completed preparation for a general municipal government bill. The provisions are somewhat similar to MacArthur's order establishing municipal government and authorizing election.

A most important new feature is the establishment of land taxation, doing away with head tax and titration of people's occupation.

ICE COVERS THE STOCKTON PONDS.

Associated Press Dispatches by The Tribune's Special Leased Wire STOCKTON, Cal., Dec. 31.—The weather continues cold, much to the satisfaction of the wheat raiser, the fruit grower and the vineyardist. Orchardists say that but for the cold snap fruit trees would have been in blossom in a week or two, which would have been disastrous, as late frosts would have doubtless killed off most of the fruit. The thermometer registered 23 degrees above zero this morning, which is the lowest temperature experienced here for years. There was a heavy frost this morning and small ponds of water were frozen over.

COLVILLE VICTIM OF A FORGED TELEGRAM.

British General May Be Exonerated of the Charge Against Him.

Boers Tampered With the Telegraph Wires Near Lindley.

LONDON, Dec. 31.—Since his arrival in London Major General Sir Harry Colville has received information tending to show that Lieutenant Colonel Sprague actually received a forged telegram purporting to be signed by General Colville dated Lindley, May 23d, saying:

"I am badly in want of mounted troops. Come here at once."

The above telegram was sent off three days before General Colville reached Lindley and was the cause of Lieutenant Colonel Sprague hastening there.

One of the principal charges against General Colville is that after appointing to the command for help he abandoned them to their fate.

General Colville, "until now, but it explains the mystery of my alleged message to Colonel Sprague. It was known at the time that someone was tampering with the wires near Lindley in the interest of the Boers."

General Colville reported himself at the War Office today.

General Sir Evelyn Wood, the Adjutant-General, merely sent a subordinate to meet the General.

SOUTHERN PACIFIC WINS SUIT.

The Supreme Court has handed down a decision favorable to the Southern Pacific Company in the suit brought against the corporation by the city of Oakland to collect taxes on increased assessments arbitrarily levied in 1894. During that year the City Council, sitting as a Board of Equalization, raised the railroad assessment to \$151,500. The company refused to pay, and suit was filed by the then City Attorney Pelissol. The Superior Court rendered judgment in favor of the defendants and the city appealed. In affirming the judgment the Supreme Court holds that the statute is very explicit in telling how assessments are to be raised or lowered, and that the City Council did not follow out the letter of the law, inasmuch as there was nothing to show that testimony was taken at the hearing of the raising of these assessments and its action was therefore invalid.

FIGHTING IN CHINA ENDED.

Emperor Accepts the Allies' Terms and Armistice Is Proclaimed.

LONDON, Dec. 31.—A Peking dispatch dated Sunday says an armistice has been proclaimed. They also desire that military excursions to the interior cease. This last request is in accordance with the views of the President.

GREAT FLOODS IN ENGLAND.

Hundreds of People Imprisoned in Their Homes and May Be Killed.

LONDON, Dec. 31.—Severe snowstorms, deluging rains and furious gales have created havoc in the United Kingdom.

In many parts of the country there has been disastrous floods, landslides and washouts. Much stock has been drowned, railways and highways blocked, buildings wrecked, bridges carried away.

Overhanging streams have inundated miles of country, while streets in many towns are three or four feet under water.

At Coventry a number of factories have been flooded. Hundreds of inhabitants have been imprisoned in their homes.

The town of Bath is endangered by the rising of the Avon, which is now ten feet above the normal.

SEND FOR LARGE ILLUSTRATED CATALOGUE FREE.

100

PELMROSE & ROCKSTADT.

There will be a special matinee tomorrow.

Between Washington and Clay Sts.

Phone-Main 1096 No. 463 TENTH STREET

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Subscribers will please report any irregularity or delay in the delivery of THE TRIBUNE. Notice sent to the business office, 417 Eighth street, or by telephone to Main 40 will receive prompt attention.

The Tribune in San Francisco.
THE OAKLAND TRIBUNE will be found on sale in San Francisco every evening at the following news stands: Foster & O'Connell, Ferry Building; Palace Hotel news stand; Grand Hotel news stand.

The Eastern office of THE OAKLAND TRIBUNE are situated at 230 to 231 Temple Court, New York City, and at 317 and 318 U. S. Express Building, Chicago, with Mr. E. Katz as manager.

- Amusements.**
Macdonough—Primrose and Dockstader.
Dewey—"Homestead."
Columbia—"The Belle of New York."
California—Edward Strauss.
Orpheum—Vaudeville.
Grand Opera House—"Nell Gwyn."
Alhambra—"Shenandoah."
Alcazar—"Nell Gwynne."

MONDAY, DECEMBER 31, 1900.

NO TRIBUNE TOMORROW.
THE TRIBUNE will not be published tomorrow—New Year's Day.

"A Happy New Year."

An island off the south coast of America has been named after Van Wyck, the Tammany Mayor of New York. That isn't appropriate; the island is hard to reach.

Great Britain is figuring on opening the Indian mints. It isn't that John Bull has suddenly been converted to silver, but rather because he hasn't any gold and he must have some kind of money.

No wonder England cannot keep the balance of the world's trade in her favor. She can't even hold on to her own balance, judging by the way her big financial houses are going down with a crash as the century closes.

During the past century 172 American heiresses with fortunes aggregating \$25,261,000 have married titled Europeans. That is a lot of money to give for nothing, which, after all, is what it amounts to.

Get your sweat-off pledges and good resolutions in shape, for the eventful moment is at hand. There should be a good deal more zeal than usual to such promises, for it is not only a case of a new year but of a new century.

The Empress of China wants to depose the young Emperor and put a more willing puppet in his stead. The allies propose to checkmate this little game, though, right away—the Dowager may be the power behind the throne, but they are the powers in front of it and their end comes first.

It is too bad to see such noted warriors as Miles and Alger conducting their fight in the newspapers, when there are so many other fields for the engagement. This, however, furnishes good proof that the pen is mightier than the sword, for they have resorted to it in preference to the weapons proper to their calling.

SEVEN-LEAGUE STRIDES.

During the epoch that is about to close, the world has made tremendous strides in contributing to man's comfort and enjoyment, and the wonder is that humanity was ever able to get along without the conveniences we now enjoy. Even the poor laborer of today is better provided for than were the monarchs of one hundred years ago. Who nowadays would think of renting a house in one of the great cities that did not possess the latest plumbing and did not have running water and the accommodations for a hot and cold water bath? Then, too, there are the sewage connections that were not thought of a century ago. With those who have a little more to expend in house comforts, gas and electricity can be secured, while our forefathers had to be content with the illumination of the tallow candle as they did not even have coal oil. Water had to be drawn from the well, and as for having it on tap, both hot and cold, such a thing was not thought of by our ancestors even as a visionary scheme. The home dweller had to content himself with a wood fire, and had none of the comfort resulting from heating by hot air, and, come to think of it, all the cooking was done in the big fireplace, which was started with flint and steel or from embers obtained from a neighbor, for matches were not upon the scene in those days.

Then, again, it cost a big round sum to mail a letter and it had to be written with a quill pen, for typewriters, steel nibs and lead pencils were still unborn. It took weeks before stories of family sorrows, joys and happenings reached their destination, whereas we now send them by wire or telephone in a few minutes and at a trifling cost. In those far-off days the daily paper was a rarity, and, in fact, did not exist as we know it now, while the monthly magazine had no regular time for making its appearance. The illustrations were scarce and were so fearfully made that it took all the ingenuity of the reader to divine what was intended. Travel was slow and precarious, and at the very best not over forty miles a day, while we do more than that every hour on the modern railroad train. As for trips by sea it took several weeks to cross the Atlantic, and the old-time sailor was in the mercy of every wind that blew. Steam has made the voyage possible in less than six days, and the modern inventor thinks that even this speed is not up to the mark, so he is diving away in an effort to reduce the record. We can go out at night without being compelled to carry lanterns, for the modern and up-to-date city is well illuminated, its streets are paved and transportation facilities are afforded in every direction by public conveyances at mere nominal cost. Then we have high buildings and swiftly running elevators so that our muscles are spared the pangs of a climb, while the telephone on our office desks has effected an absolute revolution over the old-time pony messenger system.

So the list grows as we look around and as we make comparisons with the conditions of a century ago we can indeed congratulate ourselves that we are living in an age that has been endowed with so many creature comforts. Of course there are some who will raise the question of whether mankind was not happier and better in the "good old days" even if it was an era of slow coaches, but the same comparison can be made nowadays with those who live in the backwoods and remote districts, and where is the man participating in the up-to-date conveniences of civilization who does not think that he is far better off than the rustic or stockman who is denied them?

UNDER WHAT FLAG, BEZONIAN?

The methods of the Committee of Twenty-eight, or more properly the regular Republican City Central Committee, are in striking contrast to those of the Committee of Twenty-one, which is a sort of political foundling, like Senator Nesmith's mob—without pride of ancestry or hope of posterity. When the Committee of Twenty-eight met it held open session and invited all Republicans to be present and freely express individual views as to the proper course to be pursued. In selecting a municipal convention, Everything was done in the most open manner possible in the broad light of day.

With the Committee of Twenty-one all was different. It met in star chamber session, deliberated in exclusive secrecy, and has withheld from public knowledge the details of any program it may have decided on. Neither the party nor the public is taken into its confidence. Indeed, the methods of the committee are a forcible reminder of the secretive proceedings of the Venetian Council of the Ten or the High Inquisition. Possibly we may learn that this small but select band of political saviors have adopted a code of signals—grips, signs and passwords—whereby its members may be able to distinguish one another from Hol Pollo.

Just what flag this secret organization will decide to sail under is also a mystery, so far as the public is concerned. That it was planned at the start to hoist the Republican banner over this crew of political privates is well known, but the difficulties in the way of the proceeding have so increased that it is well nigh impossible. Possibly the Jolly Roger may yet go to the masthead.

In this connection the construction of the Committee of Twenty-one is a trifle absurd. The Committee of Twenty-eight was selected by a majority of the old City Committee. The minority declared that the old committee had no right to do this, but the minority called a meeting of specially selected persons belonging to their own faction, and this meeting empowered the leader of the minority to appoint the Committee of Twenty-one.

The meeting at which this was done was not a public affair nor a gathering of Republican citizens generally, but specifically a private convocation of the political adherents of Henry P. Dalton. Only certain persons were invited to attend or permitted to participate.

At the meeting of the Committee of Twenty-eight it was decided to hold an open primary and a sub-committee of five was appointed to draft the plan and call, and report the same back to the whole committee. This action was misrepresented and denounced by the Exclusive Set; nevertheless when the Committee of Twenty-one met it formulated no plan that the public was acquainted with, but appointed a committee of three to fix up a program and christen the kid. It's all very funny as illustrative of the methods of a certain class of extremely good persons who delight in casting aspersions upon their neighbors, but who always play at politics with loaded dice.

THE TRIBUNE'S WATER FRONT EDITION.

The new century opens with a golden bow of promise for Oakland. No city in the country has a more inviting future or has its feet placed more surely on the pathway of enduring prosperity. In the last decade this city has made greater strides toward real commercial greatness than in all the years of its previous existence. Possibilities have become concrete facts and the story of the transition is told in the hum of active business around the harbor front.

In this issue THE TRIBUNE gives a history of the improvement of the Oakland harbor and a review of the commercial development that has followed. It is something to excite the pride of every Oaklander. It presents a striking evidence of the solid value of Oakland real estate, yet is only a forerunner of what the future holds in reserve for this city when deep water shall bring a forest of masts into the basin.

The freight movement through the harbor shows a progressive and rapid increase indicative of stability and growth along fixed lines. This is one of the strongest evidences that the city is being built upon a solid foundation. It also proves that the money appropriated by the Government for harbor improvement here has been wisely expended to meet an increasing public necessity. A sixteen-foot channel demonstrated the necessity of a twenty-foot channel, and a twenty-foot channel made it absolutely clear that a thirty-foot channel is necessary to meet the rapidly expanding shipping industry of this port. With thirty feet of water in the channel Oakland will speedily have a great iron shipbuilding industry similar to the Union Iron Works located along the tidal basin.

Every citizen should realize the important position the harbor holds with relation to Oakland's future and take a proper interest in it. That is the purpose of this edition of THE TRIBUNE. Its contents should be spread abroad, for they tell a story that requires no embellishment to impress the reader. It is a story that is a lesson and an exhortation. Let it be carried abroad that our light may shine and our fame be known.

So in presenting its Water Front Edition at the opening of the new century THE TRIBUNE wishes prosperity to its readers and deep water for Oakland harbor—they are one and inseparable.

A HOPELESS CAUSE.

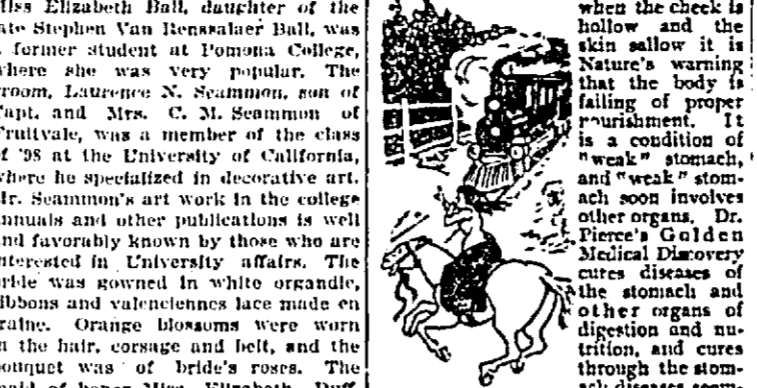
The continued struggle of the Boers against tremendous odds may be referred to as "transcendent," but it is not war. The object of all sanguinary strife between nations is to attain an end in which there is a principle involved, and when that is obscured or rendered impossible there is nothing to do but to submit with good grace to the inevitable. In the centuries past Switzerland maintained its struggle for independence against overwhelming odds by continued hostilities, but in those days war was differently conducted, and as international strife was common it gave the brave Swissers an opportunity to take advantage of the difficulties between their oppressors and thus win their way to ultimate triumph. The American revolution was aided by France and Spain, which were envious of the growing importance of England and were only too willing to utilize any pretext to enter into a clash of arms.

But the Boers have no such opportunities. They are contending against one of the greatest powers on the globe, and there is no possibility of involving Great Britain in conflict with another nation anywhere near her equal. The burghers cannot hope to continue the strife with any chance of success against such tremendous odds, and while they may gain an occasional advantage, no one acquainted with the relative strength of the contending forces will for a moment doubt that the English will eventually subjugate the Orange Free State and the Transvaal Republic. To continue the war in the face of such conditions is homicidal and criminal folly, and those who are responsible for the activities on the battlefield are guilty of crime. Kruger has felt the pulse of Europe, and he must realize from the manner in which his advances have been received that there is no hope for intervention. Without the aid of one or more of the great powers a continuation of the Boer struggle is, to say the least, a useless sacrifice of human life. Reduced to a species of guerrilla warfare, and with no organized government, it is evident that the end has almost been reached, and it is a crime to buoy the hopes of the fighting burghers with the promise of eventual help. It is only encouraging the unwanted shedding of blood under conditions that make it certain that the sacrifice will be in vain.

A severe storm is reported in Florida. It is our turn to laugh now, for our rival winter resort was giving us the hula when a couple of weeks ago, the news went out of the state that, visited San Francisco and vicinity.

SOCIETY. In Danger.

Every one is in danger who neglects the warnings of declining health. The warnings are not as startling as the sudden shriek of a locomotive, but they are just as ominous. When the body begins to lose in flesh, when the cheek is hollow and the skin sallow it is Nature's warning that the body is falling of proper nourishment. It is a condition of "weak" stomach, and "weak" stomach soon involves other organs. Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition, and cures through the stomach diseases which are ingly remote, but which have their origin in the disease of the stomach and its allied organs.



There is no alcohol in the "Discovery" and it is absolutely free from opium, cocaine, and all other narcotics.

"Before I commenced to use your medicine I was in a bad condition (for eight years) and four doctors treated me," writes Mrs. R. A. W. of Berkeley, California. "I was very thin, my appetite was gone, and I was unable to do any work. I had used five bottles of the 'Golden Medical Discovery' and five of the 'Favorite Prescription' and four vials of the 'Pellagra' and I feel like a new woman, and I want the world to know it."

Dr. Pierce's Medical Adviser, 1003 large pages, paper binding, sent free on receipt of 21 one-cent stamps to pay expense of mailing only, or at stamps for it in closing binding. Address Dr. R. V. Pierce, Buffalo, N. Y.

Thursdays of January, February and March.

Miss Agnes Bell and Miss Fernald Bell of Reno, Nev., are visiting friends in Oakland and San Francisco.

Miss Carrie C. Reab and George C. Hanson of Berkeley were married Saturday evening at the home of the bride's parents on Forty-fifth street, Oakland. The ceremony was performed by the Rev. P. H. Stephens, pastor of the Golden Gate Baptist Church. Only relatives were present.

Mr. and Mrs. F. Goldsmith held a reception yesterday afternoon.

The convention of Lambda Theta Phi Theta Phi Society, held at the house of Miss Ethel Kent, 1115 Jackson street, Saturday afternoon, was a delightful affair. Delegates from Stockton, Los Angeles, San Bernardino, San Diego, Berkeley and San Francisco were present. In the evening they were entertained at cards at the home of Mr. and Mrs. Edward M. Walsh on Monte Vista avenue, Linda Vista Terrace. An orchestra screened behind a bower of smilax played during the evening. Miss Christie Taft won the first prize at cards, Miss Jean Downey the second, and the consolation prize went to Miss Cora Patton of San Francisco.

Among the young ladies present were the Misses Edna and Letitia Barry, Miss Irene Bangs, Miss Edith Beck, Miss Winifred Burdige, Miss Alice Burr, Miss Jean Brown, Miss Ina Ball, Miss Evelyn Browne, Miss Harriet Calkins, Miss Jennie Collins, Miss Ethel Crellin, Miss Jessie Crank, Miss Martha Coffin, Miss May Coogan, Miss Jean Downey, Miss Jessie Filmore, Miss Marion Goodfellow, Miss Carrie Gorrell, Miss Adelaide Gorrell, Miss Louise Hall, Miss Gertrude Holmes, Miss Edith Jones, Miss Ethel Kent, Miss Harriet Kelly, Miss Jessie Lewis, Miss Alice Myers, Miss Jacqueline Moore, Miss Phoebe McElrath, Miss Lucile Meigs, Miss Caroline Oliver, Miss Anita Oliver, Miss Jean Oliver, Miss Jessie Patton, Miss Cora Patton, Miss Alice Phillips, Miss Stella Perry, Miss Caroline Palmanteer, Miss Jessie Reed, Miss Florence Reever, Miss Fanny Stone, Miss Catherine Stone, Miss Cornelia Stratton, Misses Ethel and Myrtle Sims, Miss Gertrude Snow, Miss Carmen Sutton, Miss Florence Silbey, Miss Edith Schultz, Miss Vida Swain, Miss Christie Taft, Miss Lynn Vail, Miss Marion Walsh, Miss Ruth Wilder, Miss Ida Wickson, Miss Gladys Wickson, Miss Della West, Miss Ethel Whitney and Miss Leslie Wright.

Mrs. James Moffitt will give a luncheon shortly at her home - on Webster street in honor of Mrs. P. Marion Smith.

Miss Maud Howard, daughter of Mrs. E. Shafter Howard, will have charge of the kindergarten department of Miss Snell's school, which is to open shortly in Berkeley.

The Ethel program for January promises to be a very interesting one. The musical program for the Tuesday luncheon will be in charge of Mrs. W. O. Cullen. Mrs. H. B. Plancy will be chairman of the literary and musical program to be given on the second Friday in January. The third Thursday evening in January will be under the direction of the Kerama Section, the chairman of which is Mrs. Franklin Banks. The reception committee for the last Saturday of the month will be made up of ladies of the Architectural Section, of which Mrs. William H. Friend is chairman.

Mr. and Mrs. J. C. Moore of Oakland are stopping at the Hotel Normandie in New York.

Mrs. Blake Alverson gave a Christmas tree in her studio Saturday to about twenty children. There were gifts for all and light refreshments were served. Among the children present were Edith Goodfellow, Delores Dohrman, Ida Girard, Master Nordin, Alice and Helen Angus, Edna Angus, Russell Case, Eugene and Hal Mallory.

Charles Silva of Oakland is visiting in Newcastle.

Edward J. Cox of Newcastle has been spending a few days with his family in Oakland.

Lewis Hillborn of Oakland has gone to Sulaim, where he will remain with relatives until the opening of the Legislature.

Mrs. F. Marion Smith will receive at Arbor Villa on the first and second

FOR DYSPEPTICS

There is no reason why anyone should suffer from dyspepsia or any stomach trouble. Hostetter's Stomach Bitters cures constipation, indigestion, dyspepsia, nervousness and general debility. It is long for 60 years. Take it faithfully. It will regulate the bowels, improve the appetite and bring back health and strength. Be sure to obtain a copy of our illustrated Almanac for 1901 from your Druggist. It is free.

A BLOOD Hostetter's PURIFIER and Stomach Bitters

The Always Busy Store
Wishes All
A Happy New Year
And will commence the NEW CENTURY with a
SURPLUS STOCK SALE
Commencing Wednesday, Jan. 2, 1901.
KAHN BROS.
The Always Busy Store
N. E. Twelfth and Washington Sts.
OAKLAND.

Some of the Bargains For Sale!
50x75 Feet right on Broadway, one story building containing four stores. Price only \$7500.
150x150 Feet North West corner, lots of extra choice loc. the house is situated in this corner, but to close an estate, it was never before had for \$3000.
50x100 Feet on the Broadway at Night street near Grove street. Street work complete. Only \$2200 per front foot.
Manufactory Site for Water front. 100x100 Feet. Convenient to wharf and railroad. Price \$2250.
J. H. MACDONALD & CO.
1032 BROADWAY, Cor. Eleventh St.

Schools and Colleges.

HEAD'S BUSINESS COLLEGE.

24 Post Street, San Francisco. Is one of the six schools officially selected out of the large number throughout the United States to represent the development of commercial education at the Paris Exposition, and has been awarded the silver medal. The oldest, the largest established nearly 40 years; 1700 graduates in over 200 departments from kindergarten to college. Our English will be in charge of Miss Emma Beck (University of California) - teacher in Los Angeles Normal school (1890-92).
SNELL SEMINARY—Berkeley.
2715-2721 Channing Way. Will re-open Monday, January 1st. Instruction given in all departments from kindergarten to college. Our English will be in charge of Miss Emma Beck (University of California) - teacher in Los Angeles Normal school (1890-92).
HAMILTON HALL SCHOOL FOR BOYS
Grammar Grade Classes
Bookkeeping—Stenography.
Hamilton Hall, 567 Thirteenth Street.

POLYTECHNIC BUSINESS COLLEGE

Great Business Training and Shortland School, 12th and Clay Streets, Oakland, Cal. 40 machines in our large Typewriting Department. Our English and Banking Departments are equipped on a scale of elegance and expense never before attempted. NINE of our graduates are employed in our office in San Francisco. They go directly from the college to positions all over the coast.
EVENING SCHOOL (individual instruction) Also connect with San Francisco Grammar, Northland, Typewriting, Mechanical Drawing, etc. Send for catalogue.

AMUSEMENTS

MACDONOUGH THEATRE
TO-NIGHT, TUESDAY MATINEE AND NIGHT
DECEMBER 31 and JANUARY 1
THE LEADERS
Primrose and Dockstader
And Their Great Musical Company.
Seats now on sale.
MACDONOUGH THEATRE
Raidi
WEDNESDAY EVENING, JANUARY 2
GRAND CONCERT.
Yale Glee and Banjo Clubs
Forty-two Singers now en route from Seattle, Monday, December 31st.
PRICES, 5c, 10c, 15c.
MACDONOUGH THEATRE
THURSDAY EVE., JANUARY 3
ONE NIGHT ONLY
Presented by King and Norcross. With permission from Mr. Daniel and Charles Proffman.
AT THE WHITE HORSE TAVERN
Headed by the comedian, Misses Lorr and Frank St. Noyce.
PRICES—25c, 50c, 75c, 1.00. Seats now on sale.

DEWEY THEATRE

These days are... Tonight all this week and Saturday matinee. The Milroy stock company in a grand production of
ROSEDALE
The play that helped to make Lester
Seats on sale at Smith's Drug Store, 414 Twelfth st., near Broadway, and at Theatre.
PRICES—50c, 1.00, 2.00.

Racing

California Jockey Club
OAKLAND RACE TRACK
DECEMBER 31st to JANUARY 1st, INCLUSIVE.
Racing Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, 11:00 a.m.
Five or more races each day.
Races start at 2:15 p.m. sharp.
Ferry-boats leave San Francisco at 10 a.m. and 12:30 p.m. 1:30, 2:30, 3:30 and 4:30 p.m. connecting with trains stopping at the entrance to the track. Buy your ferry tickets to Richmond. Last two cars on trains reserved for ladies and their escorts. No smoking. All trains via Oakland and Male connect with San Francisco electric cars at Seventh and Broadway streets. Also all trains via Alameda Male connect with San Francisco electric cars at Fourteenth and Broadway streets. These electric cars go direct to the track in fifteen minutes.
Returning trains leave the track at 4:15 and 4:45 p.m. and immediately after the last race.
H. WILLIAMS JR., President.
R. B. MILROY, Secretary.

THE "Silber" CALCIUM
FRONT 2 IN. BACK 2 IN.
GEO. P. IDE & CO., Makers
PACIFIC COAST BRANCH
526 MARKET ST., SAN FRANCISCO

Magazines and Music Bound in any style
Names stamped on Books, Purses, Portfolios, etc., at the
Tribune

LEGAL

NOTICE.

State and County Taxes for
the Year 1910.

the year 1909.

To all taxpayers in the county of Alameda, State of California:

Notice is hereby given that the undersigned, Tax Collector of the county of Alameda, State of California, is in receipt of the assessment book of said county of Alameda, and that in accordance with the provisions of section 116 of the Political Code of the State of California

Notice is hereby given:

The County of Alameda, has been received by me, that the taxes on goods, and real and personal property, situated in said county of Alameda, in the city of Oakland, California, every day (except legal holidays) during office hours, after the second Monday in October, 1904, and as follows:

The taxes on all personal property acquired in 1904, and on all real property, and on the taxes on all real property, situated in said county of Alameda, will be due and payable on the

SECOND MONDAY IN OCTOBER IN THE YEAR 1904.

At my office in the Court House of said county of Alameda, in the city of Oakland, in said county, every day (not a legal holiday) during office hours as fixed by law, and will be delinquent on the

LAST MONDAY IN NOVEMBER, 1904.

At 8 o'clock P. M. of said day, and that unless paid prior thereto, fifteen per cent interest shall be added to the amount thereof, and that if said goods, and

The last Monday in April, 1901, five per cent of said taxes shall be paid.

And notice is hereby further given that unless paid prior thereto, five per cent will be added to the amount thereof.

And notice is hereby further given that all taxes may be paid in advance of the date of installment, as herein provided, in full.

And notice is hereby further given that in accordance with said section 514 of the Political Code of the State of California, and after the first Monday in October, 1900, all the taxes, whether or not in installment, become delinquent therefor.

And notice is hereby further given that the amount, together with the percentage added, shall be delinquent on the

And upon such full payment being made, full receipts for the taxes, both first and second installments, will be given in accordance with law.

JAMES B. BARBER,
Tax Collector of the County of Alameda,
State of California.

**Annual Meeting of Stockholders
Union National Bank.**

The twenty-sixth annual meeting of the stockholders of the Union National Bank of Oakland, California, will be held at the office of the corporation, northwest corner of Twelfth and Broadway streets, Oakland, Cal., on Tuesday, January 8th, 1924, at 2 o'clock P. M.

Notice of Sale of Pledged Personal Property.

Whereas, one Emily S. Smith hereunto known, doth owe or about the 1st day of August, 1904, as security for the payment of her certain promissory note, dated August 1st, 1904, made and given by her to Annot Harlow, deposited and pledged with said Annot Harlow a certain certificate No. 5 of the capital stock of the Victoria Gold Mining Company for ten thousand shares of the par value of \$100 per share, and standing on the books of said company in the name of Emily Smith;

And whereas, default has been made in the payment of the principal sum mentioned in said promissory note, and the same is now due and unpaid;

Now therefore public notice is hereby given that said Annot Harlow will, on Saturday, the 14th day of August, 1904, at the hour of 12 o'clock noon of that day, at the auction sales room of M. Marston, No. 918 Broadway, in the city and county of Oakland, county of Alameda, State of California, sell at public auction, by and through M. Marston, the said certificate No. 5 of the capital stock of the Victoria Gold Mining Company, above described pledged personal property, and being 10,000 shares of the capital stock of the Victoria Gold Mining Company, as aforesaid, and standing by certificate No. 5, standing on the books of said corporation in the name of Emily Smith.

Order to Show Cause.

You are hereby notified that a verified petition has been duly filed in this court by Mary L. Jackson setting forth that Laura Annetta Walker, who bears a life estate in the above described property, died on the 19th day of November, 1921, and praying for a decree terminating the said estate by reason of her death; and that on the tenth day of January, 1921, at 11 o'clock in the forenoon, at the court room of Department 4 of said Superior Court of Alamada county, in the Court House in the city of Oakland, Alamada county, in the presence of said petitioner, a decree was rendered, a copy of which is attached to this notice.

And you are hereby required to appear at the said time and place and show cause, if any you have, why the said application should not be granted and a decree made accordingly.

Dated December 17, 1900.

[Seal] FRANK C. JORDAN,
Clerk of the county of Alameda and ex-officio Clerk of the Superior Court of the county of Alameda California.

By D. A. SINCLAIR, Deputy Clerk.

Probate Notice.

In the Superior Court of the County of Alameda, State of California.

In the matter of the Estate of George W. Percy, deceased.

Notice of Time Set for Proving Will, etc.

Notice is hereby given that a petition for the probate of the will of George W. Percy, deceased, and for the issuance of Letters Testamentary to the said George W. Percy, of letters testamantary, is being filed in this court, and

third Monday, the 7th day of January, A. D. 1901, at 10 o'clock a. m. of said day, at the court room of Department No. 1, of the County of Oakland, in and for the State of California, in said County, in said State, has been set for the said trial and hearing and moving said bill and where any person interested may appear and contest the same.

Dated, December 28, 1900.

FRANK C. JOHNSON,
 J. D. A. Steadler, District
 CLERK OF THE COURT.
 Littleton, Crocker Building,
 San Francisco, Cal.

GOLDBERG BOWEN & CO.

Last sale of the Century

Monday Tuesday Wednesday Tea

reg'ly 50c lb ten kinds—our kinds 40c

Mackarel 5 lb retail—reg'ly \$1.00, 85c

Cocktails reg'ly 25c 90c

Gifts

Box of candy—box of cigars—box of tea—chafin dishes—carving set—case of wine—perfumery—casseroles—ramekins—Malaga raisins

Corn

suc cot ash Sea Foam—Maine—reg'ly 15c lb 12c

Prunes reg'ly 10c lb—good fruit—3 1/2 lbs 25c

Sardines reg'ly 25c—large tins 20c

Vermouth reg'ly 60c—Nolly Pratt & Co 55c

Sauternes Vista del Valle \$5.50 to \$10 case always welcome

Oranges Navel—reg'ly 40c dozen 35c

Lemons reg'ly 30c dozen 20c

Whisky Scotch—reg'ly \$1 bottle \$85 and reg'ly 1 1/2 gallon 1 10

Irish reg'ly 4 1/2 gallon 3 50

Wines Assorted cases—twelve bottles—twelve kinds \$6

Cigars

The kind to depend upon Key West

Buy by the box Country

buyers entitled to these prices if the order is posted these three days—wholesale prices on big orders.

432 Pine 232 Sutter 2500 California San Francisco 1073 Bay between Eleventh and Twelfth Oakland

WEARY WILLIE MADE RAID AT ELMHURST.

ELMHURST, Dec. 31.—Motorman Young of the Oakland, San Leandro, and Hayward Electric Road, who recently received an appointment in the service of Uncle Sam as railway mail clerk was in town Saturday. He told the boys at the powerhouse that his first trip was spent flinging papers. He will stay at home a short time and study.

Frank Hansen was in town Saturday, calling on friends.

"Sagacious Sam," a member of the "Weary Willie Society," happened in town Saturday. He begged around for awhile and finding nothing but work in a moment of desperation, appropriated a shirt from a trolley in the yard of Antonio de Palaza. A neighbor, who witnessed the affair, shouted to Palaza, who in turn chased the thief out of his yard and down the road. But the shirt will not grace its late owner's back again for "Sam" held on to it like grim death and made his escape.

Pension increased.

The pension of Henry Koenig of Oakland has been increased to \$10.

SOLEMN SERVICES AT THE FIRST HEBREW CONGREGATION

Twenty-fifth Anniversary Was Celebrated at the Synagogue Yesterday Afternoon—Many Rabbis Speak.

Yesterday, the Synagogue of the First Hebrew Congregation celebrated the twenty-fifth anniversary of its organization in a most solemn manner. Preparations had been made for the occasion on an elaborate scale and they were carried out to the letter.

The Synagogue was decorated in a beautiful manner and the place was thronged with worshippers at all the services. Among those present were several who attended the first religious services of the society held a quarter of a century ago.

The musical program was excellently arranged and comprised vocal and instrumental numbers of rare excellence which were rendered by ladies and gentlemen distinguished in the art.

The exercises began at 2 o'clock. After several musical selections had been rendered, Rabbi Nieto of the Congregation Sherith Israel of San Francisco delivered an address of greeting. In which, among other things he said:

"It seems fit and proper that I should be selected to greet this congregation on this auspicious occasion, because a former rabbi of Congregation Sherith Israel was the one that consecrated this synagogue to God, and Sherith Israel was the first to offer assistance and to hold out its hands twenty-five years ago to the struggling men of the faith who founded this synagogue. This congregation is to be congratulated upon its growth, progress made despite the small population and despite little financial differences and despite its uphill traveling this quarter of a century. If sister congregations greet you they have reason to be proud that your members have been true to the faith. Oakland has been an example in a great many ways for other congregations. In greeting you today I say look well to the future generations, strengthen the youth in the faith, that it may not be one of the lips alone, but that actions as well may carry the name of Jew proudly forward in the vanguard of progress."

RABBI FRIEDLANDER.

Handel's "Hallelujah Chorus" was sung by the choir, and Rabbi M. Friedlander, pastor of the First Hebrew Congregation gave a brief history of the organization during his twenty-five years of life. He said that men in Judaism, like Nathan Rosenberg, Jacob Letter, Rabbi Levy, David S. Hirschberg, Abraham Jonas, Max Marcuse, Sol Kahn, George Samuels, George Mosbacher, E. Bernstein, Jacob Rosenberg and many others had been the firm supporters and upholders of the congregation. He dwelt upon the differences and troubles which arose about the adoption of the reformed ritual, and declared that the story of twenty-five years was the story of a struggle.

Continuing Rabbi Friedlander said: "We want a presentable position in the community. We want in the service of God all the brothers of our faith. We cannot have these unless we are united. If that be accomplished we shall stand as one of the leading congregations of the country. The great need is to fill the membership roll of our congregation. The reason you have not orthodox is because the women want to dress and be among the people of today, that our men want to live, that we want culture, influence and education. How long are we to mourn over the old forms and symbols, when we should be bringing the young generation into our congregation? Do not look at the past and say we are going downward. Our mission at the beginning of the new century is to build, so that our children's children shall be of us and with us."

RABBI LEVY.

After an interlude, "Alma Virgo" (Hummel), sung by Miss Mary Chester Williams, with full choir, organ and orchestral accompaniment, Rabbi M.

S. Levy of San Francisco, first pastor of the church, delivered an address upon "The Religion of the Future." He said: "In listening to the appeal of your rabbi, who has seen fit to designate me as the father of this congregation, I feel that none could have a better right than myself to appeal to his children to have them join heart and soul in sustaining and supporting this institution, which is so deserving of support from the Israelites of Oakland. I trust my few words will have effect, and that Rabbi Friedlander will be able shortly to report to me that there has been a material gain in membership and spirituality."

"There has been no such wondrous epoch as ours of today. Illiteracy, bigotry and fanaticism live in dismay before us and our people are better, purer and more progressive. A more tolerant religious spirit is manifesting itself among the people. We should render praise to God that we live in freedom and in so glorious a land, where religion, commerce and education are marking time together in the closing hours of the nineteenth century."

"The knowledge of how to work in the name of God for the good of man is the ideal of the religion of the future. It is not a new aim or object. It has been the purpose of Judaism all through the centuries. When the people understand it they will blot out injustice, intolerance and iniquity. Judaism will be in the foremost rank. It will be the religion of the world. It is in harmony with science, preaching the oneness of universal law. Have we not all one father? Has not one God created us all? Fear God, obey his commandments—that is all the duty left to man. That is my ideal of the religion of the future."

RABBI GREENBURG.

Miss Gretchen Bernett sang Mendelssohn's aria, "O Rest in the Lord." Rabbi William H. Greenburg of Sacramento delivered an address on "The Need of the Hour." He said:

"If Judaism is to live it must be forever undergoing change. The reform movement in the Jewish church must be registered as an epoch, and if Judaism has a message and a mission it will be consummated by the united action of the reformed Jews wherever the blessing of freedom and liberty prevail. The cultivation in our daily life of simplicity is essential. Too great a proportion of our co-religionists are guided by no other thoughts than those of gain and desires for pleasure. Jewish family life lacks the beauty and simple character of those that went before us. Our ideals are sinking into decay, and we must unite and give strength to the faith that is ours from the centuries of old."

"Israel" (King) was rendered by Clement Rowlands. Then Rabbi Jacob Vooranger of the Temple Emanuel, San Francisco, preached the sermon, from Exodus, xlii:13. He said: "All ceremonial is dry rot unless the rabbi teaches his congregation the illuminating strength of the symbol. The ideals of Judaism are not straw men, to be threshed out in the pulpit; they are not distant on the mountain tops; they are not worth a snap of your finger unless they begin among men and women right here under them. I will not glorify the achievements of the twentieth century unless they begin here today. Never mind about patting each other on the back over ideals. They have no value in the orthodox or the liberal point of view unless that point of view is among us now. People of the First Hebrew Congregation, you must resolve that there is something in Judaism to keep, or let us dissolve and adjourn."

"It is the fault of the Jews themselves. They have been glorifying the future and forgetting the needs of the hour. We cannot discharge all of the duties of religion, but we each can do something. Let religion be the sign manual of your own hands. Do not rely on preachers, for some preachers haven't much religion. Do not rely upon the ghosts of your grandfathers, for they have been dead a long while,

and do not rely upon poetic ideals about the future.

"Keep in mind the purity and holiness of the Jewish faith and let the youth come to worship in the synagogue in the faith of old. Remember that the true religion is that which brings us into touch with Almighty God, whether it be in synagogue or in the daily walks of life."

With musical interludes, Rabbi Friedlander delivered the memorial address, Rabbi Levy the closing prayer and the benediction was pronounced by Rabbi Friedlander.

OFFICERS AND MEMBERS.

Following are the officers, members, committees and auxiliary organizations of the congregation:

Officers—President, Sol Kahn; vice-president, Julius Abrahamson; treasurer, Abe Jonas; secretary, E. Bernstein.

Directors—Jacob Rosenberg, Nathan Rosenberg, Max Marcuse, Dave Magnus, George Samuels, George Mosbacher.

Rabbi—Rev. Dr. M. Friedlander; assistant reader, E. Bernstein; sexton, D. Barnett.

Committees—Finance—George Samuels (chairman), Max Marcuse, Geo. Mosbacher; Cemetery—George Mosbacher (chairman), A. Jonas, George Samuels; Choir—Max Marcuse (chairman), A. Jonas, George Mosbacher.

Sabbath school—D. Magnus (chairman), N. Rosenberg, J. Rosenberg, Mrs. A. Alexander, Mrs. Max Marcuse, Mrs. Hugo Abrahamson, Mrs. Henry Kahn. Library—Julius Abrahamson (chairman), Max Marcuse, N. Rosenberg.

Past presidents—Isaac Alexander, 1875; Jacob Letter, 1876-1879; Aaron Gert, 1880; H. M. Coffey, 1880-1883; David S. Hirschberg, 1883-1885 and 1894-1895; J. M. Cohn, 1884; Abraham Jonas, 1885-1888; Jacob Greenhood, 1889-1891; Joseph Harris, 1892-1893; Julius Abrahamson, 1895-1896; Jacob Rosenberg, 1897-1899.

Sabbath School—Superintendent, Rabbi M. Friedlander. Teachers—E. Bernstein, Miss Mae Cohn, Miss Lucie Peres, Miss Ella Rosenberg, Miss Emma Danielowitz, Miss Eva Magnus.

Post Graduate class—Rabbi M. Friedlander. Librarian, Merwin Samuels; assistant librarian, Miss Josephine Rosenberg. Library directors—Mrs. A. Alexander, Mrs. Max Marcuse.

Choir—Organist, William E. King; sopranos, Miss Mary Chester Williams, Mrs. Martin Schultz; contraltos, Mrs. Carroll Nicholson, Miss Gretchen Bernett; tenors, Harry Taylor, H. A. Reidfield; basses, Clement Rowlands, H. A. Reidfield.

Orchestra—Director, William J. McCoy; first violin, Miss Ida P. Fox, H. Seckman; second violin, William Hickey; Roland Oliver; viola, Eugene Colby; flute, Louis Durrie; cornet, E. S. Kent; cello, James Coleman; clarinet, Howard Baxter; trombone, G. P. Miller.

SOCIETIES.

Daughters of Israel Relief Society—President, Mrs. H. H. Coffey; treasurer, Mrs. H. Barrett; recording secretary, Mrs. H. Marks; financial secretary, Mrs. D. Magnus; trustees, Mrs. R. Hirschberg, Mrs. J. Bernstein, Mrs. M. Scharman, Mrs. M. Samson.

Ladies' Auxiliary—President, Mrs. A. Alexander; vice-president, Mrs. Geo. Samuels; treasurer, Mrs. J. Rosenberg; recording secretary, Mrs. L. Schwartzbaum; financial secretary, Mrs. E. Eleazer.

Woman's Council—President, Mrs. Max Marcuse; treasurer, Mrs. A. Alexander; secretary, Miss Alice Peres; leader, Mrs. Esther Frank.

Sewing School—Directors, Mrs. J. Letter, Mrs. D. Magnus.

Celebration Committee—Sol Kahn, Julius Abrahamson, Jacob Rosenberg, Rabbi M. Friedlander. Decoration Committee—Mrs. A. Alexander, Mrs. M. Cohen, Mrs. George Samuels, Mrs. H. Hoffman, Mrs. D. Schwartzbaum, Ushara—Fred Kahn, Isaac Tobinow, Reri Laksner, Henry Laksner, Fred Bernstein, Leopold Levy. Members of congregation—Jul. Abrahamson, A. Alexander, A. E. Alexander, P. Boas, I. Blagolsky, Isaac Bernstein, Jacob Baum, M. H. Coffey, Jul. Coleman, Jul. Cohn, S. A. Cohn, Eldore, Cohn, Sam Eleaser, S. Fischel, Aaron Fibush, Jacob Fibush, Max Greenhood, H. Goodman, Barney Goldberg, D. S. Hirschberg, H. A. Hoffman, S. M. Harris, Abraham Jonas, Marcus Jonas, Aaron Jacobs.

Sol Kahn, Henry Kahn, Fred Kahn, Jacob Kirschner, Meyer Levy, Leopold Levy, Bert Laksner, Mrs. H. Letter, Max Marcuse, George Mosbacher, D. Magnus, Mrs. Harriet Marks, George Newman, Jacob Pantosky, Nathan Rosenberg, Morris Rosenberg, Charles Rosenberg, Simon Ritzolsky, M. M. Samson, Albert Salling, George Samuels, Sam Samuels, S. Silberberg, M. Scherian, Eli Schwartzbaum, Jacob Silberstein, Mrs. M. Scharman, Meyer Steinberg, Henry Trager, Mrs. Van Mourick, A. N. Wachs, M. Weinstein, William Wolfsohn, Hugo Abrahamson.

TRYING TO PAY THE CHURCH DEBT.

Presbyterians Expect to Be Able to Pay Mortgage By Midnight.

HAYWARDS, Dec. 31.—The Haywards Library fund is growing slow but sure. Dr. Held believes that before long the hundred dollar mark will be reached. A two months' electric light bill has been donated by the Haywards Electric Light Company. Subscriptions may be left at the Library or Held's drug store.

C. M. Buck, superintendent of the Presbyterian Sunday School, surprised the children of the primary class, this week. Buck purchased seventy-five little chairs for them.

The Rev. G. W. Lyons expects to pay off the entire debt of the Presbyterian Church before midnight. About \$1,975 has so far been received, leaving a balance of \$620 still due. This amount has been divided into shares of \$2 each. Any one not able to take a whole share can purchase any portion desired.

Fender was in town on Saturday transacting important business. Frank Sorenson is making some extensive additions to his residence.

DIVORCED COUPLE ARE WEDDED AGAIN.

Albert H. Jaquith and his wife, who were divorced some time ago by Judge Hall, have concluded to get married again. In the divorce action Mrs. Jaquith charged her husband with habitual intemperance. Jaquith states now that his experience in the divorce courts was a bitter lesson to him and that he did not appreciate what a good wife he had and how he had neglected her until he had lost her. Then he decided to reform and win her back. He has been a model man ever since, and Mrs. Jaquith has consented to give him another trial.

A marriage license was issued to the couple Saturday afternoon. Jaquith is a well-known Oakland painter.

BAY CITY FIREMAN TAKES COLD PLUNGE.

Fireman Malony of the ferryboat Bay City fell into the bay yesterday while the boat was in the slip on the San Francisco side. He was putting the hose over the side when he lost his balance. He had presence of mind enough to hold on to the pipe and was pulled aboard. Asble from the cold plunge he suffered no injury.

OWEN ROONEY ASKS REHEARING.

Owen Rooney has petitioned the Supreme Court for a rehearing of his suit against the city of Oakland to recover back license while conducting a saloon on Long Wharf.

Broken Wheel.

A broken wheel on a Haywards car this morning delayed traffic on Washington street for about twenty minutes.

Oakland Man Gets Contract.

H. G. Risher of Oakland has been awarded a \$10,000 contract for the extension of the dining hall at the San Francisco quarantine station.

A FEW POINTERS.

The recent statistics of the number of deaths show that the large majority die with consumption. This disease may commence with an apparently harmless cough, which can be cured instantly by Kemp's Balm for the Throat and Lungs, which is guaranteed to cure and relieve all cases. Price 25c and 50c. For sale by all druggists.

ENGINEER SAVES HIS TRAIN FROM DISASTER.

Alameda Local Nearly Plunges Into the Estuary.

Engine Leaves the Track But Train Is Brought to a Standstill.

A Broad Gauge local train from Alameda nearly plunged into the Estuary last night from the high trestle leading to the southern side of the Harrison street bridge. A terrible disaster was averted by the heroic action of Engineer H. H. Whitney who stayed in the cab and brought the train to a standstill after his engine had left the rails, was bumping over the stringers of the trestle and seemed about to topple over into the waters of the Estuary twenty feet below.

The train left Park street station at 8:25 last evening and reached the approach to the bridge on time and without incident. There is a block signal at the point the tracks of the Alameda local and those from the Alameda mole meet. The same system controls a switch where the two lines connect.

The lower man in the First street house signalled Engineer Whitney that the track was clear. The train was under pretty good headway and within a few yards of the switch when the signal was suddenly changed and the danger light appeared. It was too late to stop before striking the open switch and the engine and tender ran off onto the stringers toward the east side of the trestle.

The engine was well over the side and the forward trucks were within a few inches of the edge when the big machine was stopped. The two passenger coaches and the smoker did not leave the track.

There were about fifty passengers on the train and as soon as the cars were brought to a sudden standstill they began to climb out in all directions.

A train was run from the narrow-gauge mole and the passengers were taken to the city by that route.

The accident delayed travel on the Alameda local until nearly midnight. The wrecking train attempted to approach the derailed engine from the Oakland side of the bridge, but it was found impossible to accomplish anything from that direction, and the crew and their machine had to go around by way of Fruitvale and through Alameda.

Conductor Buchanan was in charge of the derailed train.

BAPTISTS MAY LOSE PASTOR C. H. HOBART.

Rev. C. H. Hobart, for the past thirteen years pastor of the First Baptist Church of Pasadena, the second largest of that denomination in Southern California.

While he has not yet announced his decision in the matter his congregation fears that he will accept.

Rev. Hobart has always been one of the most outspoken in matters pertaining to the advancement of good morals in the community, and under his pastorate the First Church here has prospered until it has one of the largest congregations in the city.

"I do not know what action I will take in the premises," said Dr. Hobart today.

Licensed to Marry.

Herman Friederich Ulrichs, Alameda, Helen Siegfried, Alameda, Leon Kowalski, Alameda, Mae Tunison, San Francisco, Albert Baer, Oakland, Josephine Eller, Oakland, Charles Henry Pauli, Oakland, Olive Ira McConn, Oakland, Albert Henry Jaquith, Berkeley, Mabel Jennie Jaquith, Oakland, Leon Emil Hennequin, Oakland, Bessie Gordon Winter, Oakland, Henry Lyttleton Taylor, Oakland, Ruth Rebecca Armstrong, Berkeley, Mathee Maude, Oakland, Mary Pimentel, Oakland, Charles Albert Green, Sunol, Daisy Belle Carter, Sunol, James Monroe Imel, Chatskanie, Mary Hart, Oakland.

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